
CARAVAN
CANOPY
EXIT

Volume 2

BUILT ENVIRONMENT



IN THIS VOLUME

While a city is nothing without its people, it is the built environment that is the stage for all our daily activities. How we live, work, shop, learn, travel, exercise, and play in the City of Rancho Cucamonga is strongly affected by the way the city is built. This volume of the General Plan contains the goals and policies that will most directly influence how the city, including its neighborhoods, districts, streets, and parks, is built.

While each of the topics in this Volume are presented in individual chapters, they function together to support options for people. Because how we move about is intrinsic to the design of where we are going, increasing options for access improves equity by ensuring all people can enjoy the opportunities the City has to offer. Improving access, whether by completing trails, adding transport hubs, or ensuring connectivity between where people are and where they want to be, is the overarching design theme of this volume.

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Land Use & Community Character



"All fine architectural values are human values, else not valuable."

– Frank Lloyd Wright

LAND USE & COMMUNITY CHARACTER IS..

the first thing anyone notices, and remembers, when they visit a city. Every world-class city is known for the way it looks and how it engages people. Whether it is a natural feature, such as the San Gabriel Mountains, tree-lined streets, or a special shopping district like Victoria Gardens, there is always something that creates feelings and memories, even if they can't be easily described. These are all "places" within the larger city, and have often been intentionally created to enhance community life. Similarly, great cities display a mix of historical, cultural and architectural heritage that provides a visual connection to the past, while embracing the future. A consistent message heard throughout the PlanRC engagement process was the importance of displaying the rich history and culture of the City. This Chapter of the General Plan preserves the character and strengths of each neighborhood and recommends appropriate change—small in some cases, larger in others.

STATE LEGAL REQUIREMENTS

California law requires a Land Use Element to "designate the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural

resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, greenways, as defined in Section 816.52 of the Civil Code, and other categories of public and private uses of land. The location and designation of the extent of the uses of the land for public and private uses shall consider the identification of land and natural resources. The Land Use Element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The Land Use Element shall identify and annually review those areas covered by the plan that are subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources."

The required Land Use Element has the broadest scope of the required elements of a General Plan, regulating how all land in the city is to be used in the future, and works in conjunction with the other elements. To fully reflect the range of physical attributes that are important for Rancho Cucamonga's success, this chapter also contains goals and policies to guide urban design and character.



HEART OF THE MATTER

Rancho Cucamonga is a city of three historic communities that have developed into one city. This General Plan is designing connections between many great existing places and making way for new, livable places within. Certainly, land uses are about where and how a city accommodates people. With residential land uses the accommodations can range from a single-family home on large lots to multi-story apartments to small work/live units. Non-residential land uses cater to people while they work, shop, and play. This Land Use and Community Character Chapter helps shape how the city looks and feels, but the focus is on how the design of places helps people live.

This General Plan also recognizes that not all areas of the city are expected, or desired, to change and some areas need greater investment. No matter the degree of change, all change is intended to be made at the human-scale to make the most efficient use of space and to connect people. As envisioned here, pedestrians, cyclists, equestrians, and skateboarders, will enjoy the freedom of mobility choice. Neighborhoods will be linked by pleasant places to walk, wander, and enjoy. This approach reinforces connection to the city and to nature, one trip, errand, or jog at a time.

Further, streets will remain important and with them bicycles, cars, trucks and buses. The future has this space shared with buildings oriented towards people. Transit and last-mile options will be enhanced and expected to relate to development. Much of this is happening already but this General Plan will continue this trend and expand the mobility network into neighborhoods most in need.



Destination and gathering place for day- and night-time activities

OVERVIEW OF THIS CHAPTER

The Land Use and Community Character Chapter describes and defines the distinct types of places—or "place types"—that the City aims to create to achieve the community's vision for Rancho Cucamonga. This General Plan unifies the inseparable topics of land use and community character and design into a single chapter to ensure that the uses, experiences, and activities that current and future community members enjoy in our city cannot be divorced from our vision for the unique look, feel, character, ambiance and quality of life that we enjoy in Rancho Cucamonga.

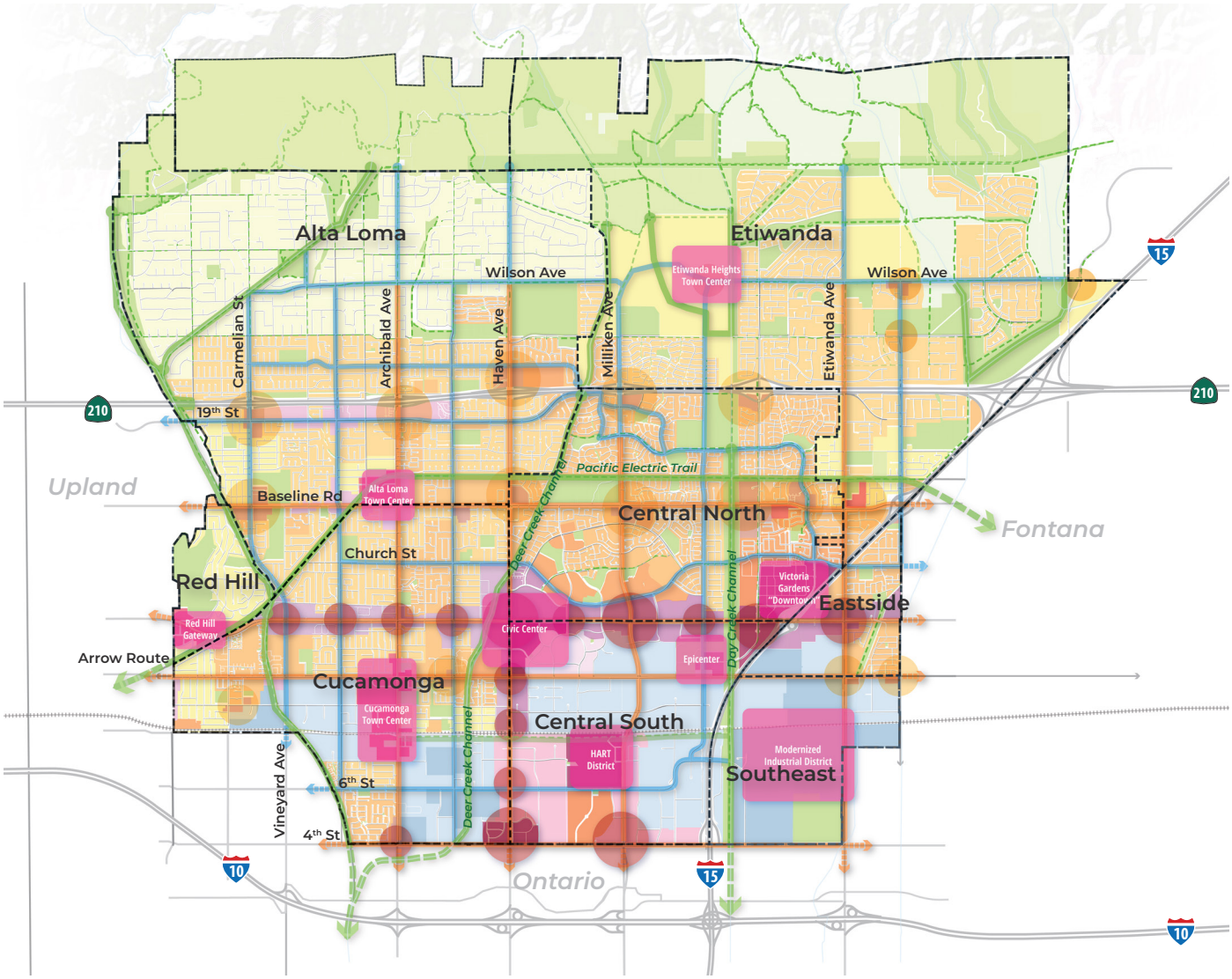
Goals and policies that serve to guide and direct long-term planning for Land Use and Community Character in the City of Rancho Cucamonga are provided at the end of this chapter. A summary of the goals is provided here as an overview and to set the foundation for this chapter. Goals LC-1 through LC-3, and their respective policies express the overarching citywide commitment to placemaking that unifies land use planning and community character design. Goals LC-4 through LC-7 and their related policies clarify the intent for each place type.

- **Goal LC-1 A City of Places.** A beautiful city with a diversity of unique and well-connected places.
- **Goal LC-2 Human Scaled.** A city designed and built for people fostering human interaction, comfort, activity, and safety.
- **Goal LC-3 Fiscally Sustainable.** A fiscally sound and sustainable City.
- **Goal LC-4 Complete Neighborhoods.** A diverse range of unique neighborhoods, each of which provides an equitable range of housing types and choices with a mix of amenities and services that support active, healthy lifestyles.
- **Goal LC-5 Connected Corridors.** A citywide network of transportation and open space corridors that provides a high level of connectivity for pedestrians, bicyclists, equestrians, motorists, and transit users.
- **Goal LC-6 Active Centers.** A rich variety of commercial and mixed-use centers throughout the city, which bring a range of opportunities for shopping, dining, recreations, commerce, employment, arts and culture within easy reach of all neighborhoods.
- **Goal LC-7 Robust Districts.** A series of unique, employment-oriented environments for a range of business activities, shopping and entertainment, and community events and gathering.

PLACEMAKING

The intent of this General Plan is to create a city for people—a city of great neighborhoods, natural open spaces and parks, and walkable and active centers and districts, all connected by safe and comfortable streets. The Vision Diagram, as described in detail in Volume 1 and shown here in Figure LC-1, is a conceptual land use and mobility plan that illustrates a policy level approach for how and where we target investment and growth to create great places, and a strategic framework for multi-modal access between these places.

FIGURE LC-1 VISION DIAGRAM



COMMUNITY ACTIVITY NODES

- Neighborhood Activity Node
- Corridor Activity Node
- Focus Areas

MOBILITY CORRIDORS

- Transit Priority Street
- Bicycle Priority Street
- Trail Network

Note: *See Figure LC-3 Land Plan for General Plan Designations*



Neighborhoods of Rancho Cucamonga

Building upon the Vision Diagram, this General Plan uses five basic "place types" to guide vision-directed conservation and change as appropriate and express the development intention for each part of the city over the life of this General Plan. Each place type addresses a range of components—land use, built form, streetscapes, and building-to-street relationships—all of which are important in creating places, or "placemaking." The basic place types are defined as follows:

- **Neighborhoods** describe the places where most of us live. They are predominantly residential and can include supporting amenities and services. The wide range of neighborhoods in Rancho Cucamonga include semi-rural neighborhoods, historic neighborhoods with stately tree rows, older neighborhoods interspersed with industrial business, and newer neighborhoods of single and multifamily homes.
- **Corridors** describe the places along major streets in the city that connect our neighborhoods, centers, districts, and open spaces, enable smooth transitions between neighborhoods and districts, and provide a range of amenities, conveniences, transit access, and housing options on the edges of existing and future neighborhoods.
- **Centers** describe the places we go for shopping, dining, entertainment, and gathering as a community. Centers are nodes of activity throughout the city, providing retail and employment opportunities close to neighborhoods and, in some cases, also opportunities for new forms of housing within a short walk of those amenities and transit. Centers range in size and character to provide the desired services and activities of nearby residents.
- **Districts** describe the places where we work and conduct business. Districts are predominantly non-residential with a primary activity that is functionally specialized, such as a commercial, office, or industrial use, and can also include some supportive commercial and recreational uses and housing.
- **Open Spaces** are the places we go to play, exercise, learn, relax, and socialize, such as large recreational parks, natural conservation areas, and schools. Community playfields, Central Park and the conserved natural and rural open spaces of the foothills are large, specialized areas, whereas small- and medium-size parks, which provide places for informal play, family activities, and quiet recreation, are considered part of the neighborhood they serve. These different types of open spaces and recreational facilities together meet the full range of residents' needs for active and healthy lifestyles. Open space designations are described in Chapter 3 of this volume with additional standards and policies for parks.

GENERAL PLAN DESIGNATIONS & LAND PLAN

Given the City's broad place-making goals and the community's interest in shaping the form and character of the city, this General Plan uses "place type" designations that go beyond conventional land use designations to better define the existing and intended character, form, and function of each part of the city. As shown in Figure LC-2, Place Types and General Plan Designations, each place type is organized into designations that provide direction on the intended range of uses, appropriate levels of development density and intensity, and intended physical design character. While the location and general area of each designation is shown in Figure LC-3, Land Plan, an easier to read version of the map is available on the City's website (https://bit.ly/gplandplan).

Additional, parcel-specific precision is provided in the City's Zoning Ordinance, which refines and clarifies the allowable development density and intensity for that parcel within the range specified by the General Plan Designation.

FIGURE LC-2 PLACE TYPES AND GENERAL PLAN DESIGNATIONS

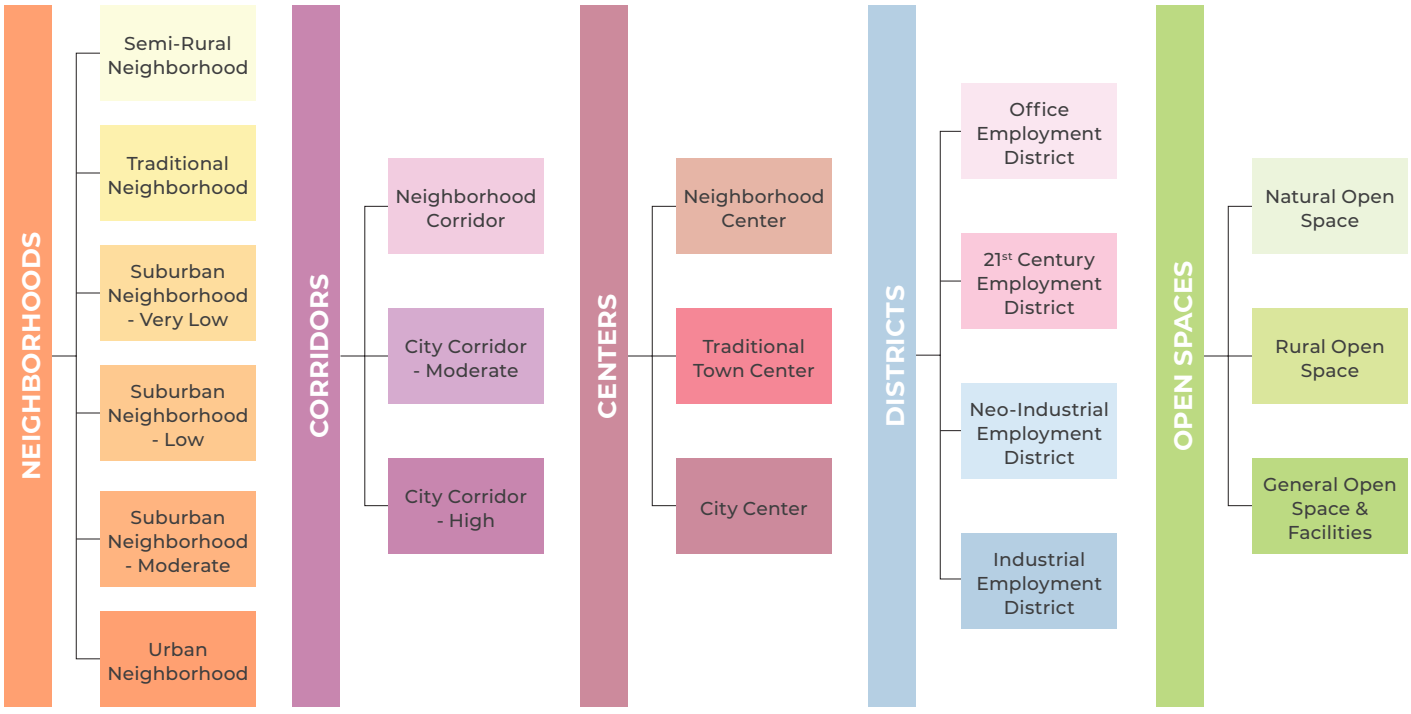
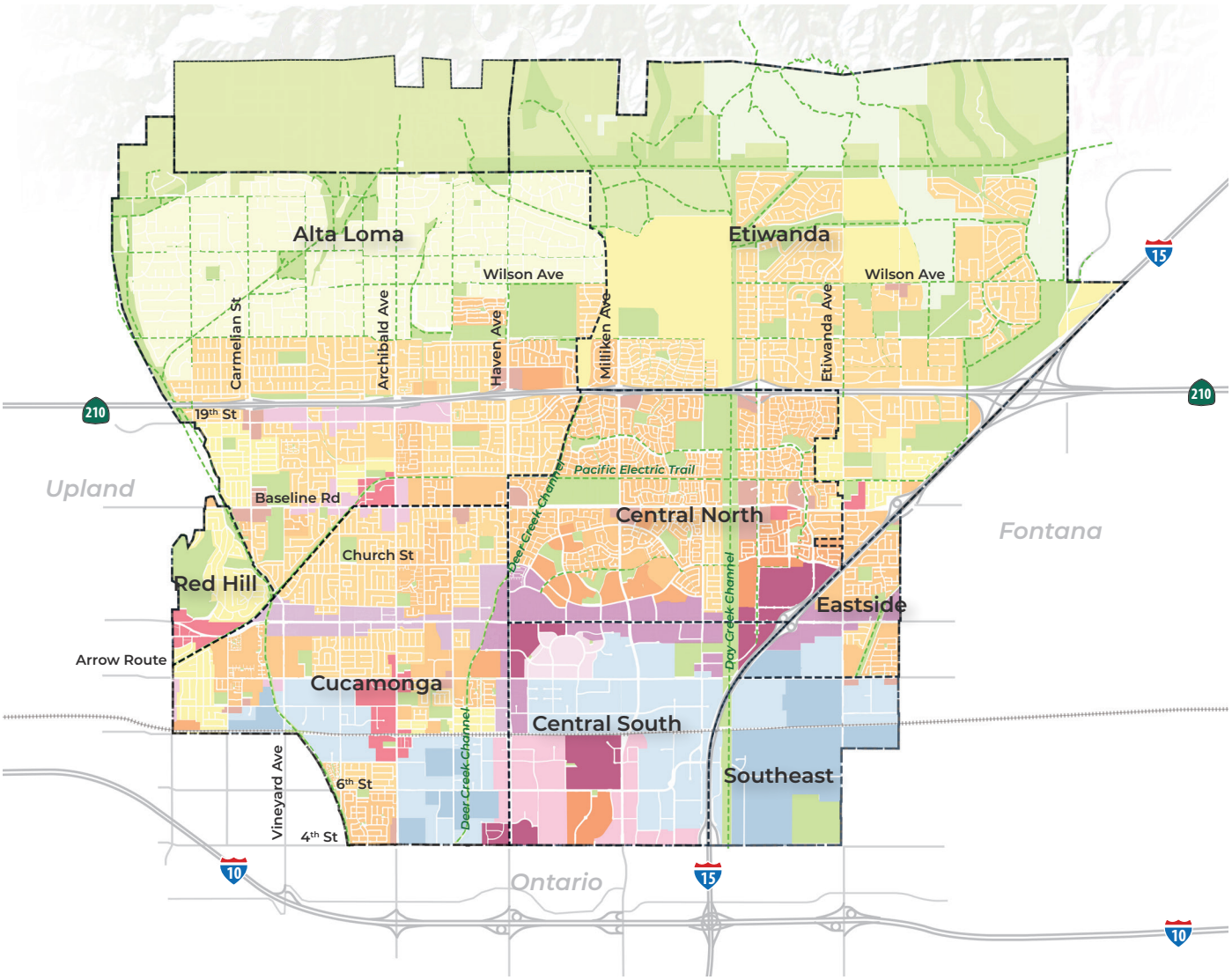


FIGURE LC-3 LAND PLAN



NEIGHBORHOODS

- Semi-Rural Neighborhood
- Traditional Neighborhood
- Suburban Neighborhood - Very Low
- Suburban Neighborhood - Low
- Suburban Neighborhood - Moderate
- Urban Neighborhood

CORRIDORS

- Neighborhood Corridor
- City Corridor - Moderate
- City Corridor - High

CENTERS

- Neighborhood Center
- Traditional Town Center
- City Center

DISTRICTS

- Office Employment District
- 21st Century Employment District
- Neo-Industrial Employment District
- Industrial Employment District

OPEN SPACES

- Natural Open Space
- Rural Open Space
- General Open Space & Facilities

TABLE LC-1 GENERAL PLAN DESIGNATIONS

General Plan Designation	Residential Density (DU/AC)*	Non-Residential Intensity (FAR)	Target Use Mix Ratio (Res/Non-Res)
NEIGHBORHOODS			
Semi-Rural Neighborhood	Max. 2	NA	100/0
Traditional Neighborhood	Max. 8	Max. 0.4	80/20
Suburban Neighborhood - Very Low	Max. 6	NA	100/0
Suburban Neighborhood - Low	Max. 14	NA	100/0
Suburban Neighborhood - Moderate	Max. 30	Max. 0.3	100/0
Urban Neighborhood	20 - 50	0.2 - 0.4	80/20
CORRIDORS			
Neighborhood Corridor	Max. 24	0.4 - 0.6	70/30
City Corridor - Moderate	24 - 42	0.4 - 1.0	70/30
City Corridor - High	36 - 60	0.6 - 1.5	70/30
CENTERS			
Neighborhood Center	Max. 24	0.2 - 0.4	20/80
Traditional Town Center	Max. 30	0.2 - 0.6	50/50
City Center	40 - 100	1.0 - 2.0	50/50
DISTRICTS			
Office Employment District	18 - 30	0.6 - 1.0	20/80
21st Century Employment District	24 - 42	0.4 - 1.0	30/70
Neo-Industrial Employment District	14 - 24	0.4 - 0.6	10/90
Industrial Employment District	NA	0.4 - 0.6	0/100
OPEN SPACES			
Natural Open Space	NA	NA	NA
Rural Open Space	Max. 2	NA	NA
General Open Space & Facilities	NA	NA	NA

Note: See the following page on "Calibrating Development" for further details on density, FAR, and use mix ratio. The standard for population density for all areas covered by the General Plan will be dictated by the occupancy limits in the City's building codes.

CALIBRATING DEVELOPMENT TO CREATE PLACES, NOT PROJECTS

Density and Intensity

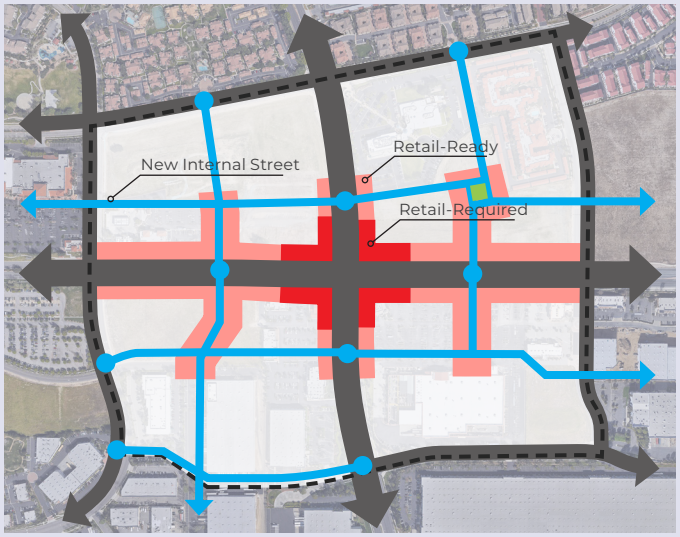
The residential density (du/ac) and non-residential intensity (FAR) ranges presented in Table LC-1 are intended to guide the intensity and type of development in each General Plan Designation area with consideration of the surrounding context. The low/high ends of the range do not apply uniformly to every parcel with the same General Plan Designation. The achievable density and intensity for a specific parcel will be regulated by the City's Development Code, and is contingent upon variable factors such as proximity to centers/districts/etc., lot size, lot depth, and adjacent uses. Density and intensity are additive for mixed-use development provided the development achieves the intended outcomes of the relevant Place Type and Focus Area and adheres to placemaking design principles and guidelines in the Placemaking Toolkit (Vol. 4 Ch. 2).

The City, at its discretion, may allow exceptions in density and/or intensity, in both reductions and increases, based on the developer's contribution toward community benefits as outlined in the Community Benefits Strategy section of this chapter.

Use-Mix Ratio

The target use-mix ratio presented in Table LC-1 is intended to guide the use mix of the respective General Plan Designation, however it is not intended to determine the required use mix for an individual site or project. The appropriate use mix will depend on a number of variables, such as market conditions, development feasibility, and contribution toward achieving the intended outcomes of the relevant Place Type and Focus Areas defined in this General Plan. Additionally, "Community Activity Nodes" have been identified and are prioritized at key locations throughout the city (see Figure LC-1 Vision Diagram). To create an active destination at these Nodes as part of a walkable, transit-oriented environment, any infill and/or redevelopment should provide retail or retail-ready spaces as follows:

- Retail is generally required at the corners of major intersections.
- Retail-ready development should primarily front major streets toward the front of the block.
- Where new internal streets are created, retail-ready development should front the main entry street up to the corners of the next intersection, building front, or around a central public space.
- These standards do not preclude the location of retail uses throughout the block.
- See the Placemaking Toolkit (Vol. 4 Ch. 2) for applicable design principles and strategies.



Example of retail-required and retail-ready priority areas at major intersection and within new block structure.

Community Benefits Program

The intent of the Community Benefits Program (CBP) is to allow a developer the opportunity to contribute toward key priority benefits to the community in exchange for flexibility in development standards, such as density (du/ac), FAR, and building height. The CBP is applicable only to new development, infill, and redevelopment in the Center, Corridor and District designation areas. The requirements and process for utilizing the CBP will be provided in the Development Code. The community benefits gained through the CBP shall be in addition to, not instead of, those obtained through required standards in the City's Development Code as well as any other impact fee or in-lieu fee program. Incentives to the developer will be proportional to the benefit provided to the community as determined by the City.

The following community benefits are identified by the City as key priorities to achieve the vision of this General Plan. This list does not preclude the option for developers to propose other potential benefits to the community.

KEY PRIORITY COMMUNITY BENEFITS

1. **Affordable Housing.** Providing housing that is affordable to moderate and lower incomes (see Housing Element for details) in a variety of housing types, especially for ownership.
2. **Retail-Ready Development.** Providing retail-ready flex space at the ground floor of buildings in addition to any retail-required or retail-ready space as identified in this Plan.
3. **Office-Ready Development.** Providing office-ready flex space at the upper floors or the backs of buildings.
4. **Streetscape Improvements.** Providing, or contributing toward, streetscape improvements, such as lighting, benches, transit shelter, etc., that are in addition to any required improvements resulting from a direct nexus between the impact of the development on the street network.
5. **Roadway Improvements.** Providing, or contributing toward, roadway improvements, such as lane modifications, frontage lanes, etc., that are in addition to any required improvements resulting from a direct nexus between the impact of the development on the street network.
6. **Other Public Improvements.** Providing, or contributing toward, public improvements, such as the installation of utilities or stormwater improvements, railroad improvements, etc., that are above and beyond those otherwise required to mitigate the impact of the new development.
7. **Civic Space.** Providing, or contributing toward, civic or civil support space, such as a site for a future fire station, police station, library, etc.
8. **Transit-Related Benefit.** Providing, or contributing toward, the improvement of transit access and mobility, such as new tunnel connections
9. **Sustainability-Related Benefit.** Providing, or contributing toward, sustainable and energy efficient development beyond what is identified in the City's General Plan and Climate Action Plan, such as battery storage, resilient micro-grids, etc.



NEIGHBORHOOD DESIGNATIONS

Neighborhoods are the places where most people live. They are predominantly residential and should be well-connected with safe and comfortable connections to amenities and services for pedestrians and bicyclists of all ages in addition to motorists. The density and intensity of neighborhoods in Rancho Cucamonga, shown in Table LC-2, range from semi-rural to urban, providing a wide range of housing and lifestyle choices. These neighborhoods are organized into several distinct neighborhood designations, each of which describes the general size and orientation of homes, the way the streets look and function, neighborhood amenities, and access to activity centers, jobs and major parks and open spaces.

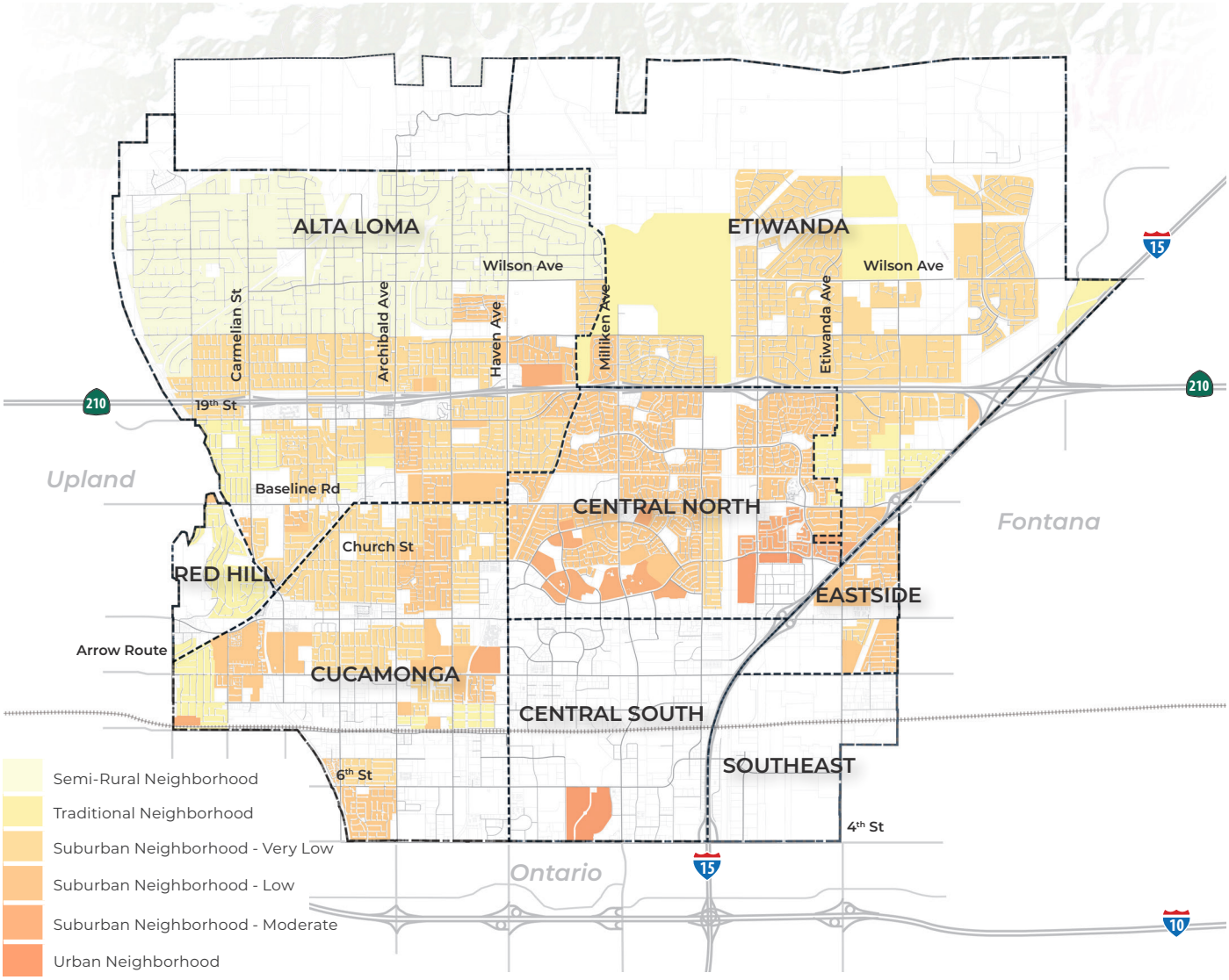
In most cases, the emphasis of the neighborhood designation is on preserving and enhancing the existing and intended character of the City's established neighborhoods. In some cases, the focus is on expanding the range and variety of housing and lifestyle choices available to take advantage of transit and provide housing opportunities to households of all income levels.

TABLE LC-2 NEIGHBORHOOD DESIGNATIONS SUMMARY

General Plan Designation	Residential Density (DU/AC)*	Non-Residential Intensity (FAR)	Target Use Mix Ratio (Res/Non-Res)
Semi-Rural Neighborhood	Max. 2	NA	100/0
Traditional Neighborhood	Max. 8	Max. 0.4	80/20
Suburban Neighborhood - Very Low	Max. 6	NA	100/0
Suburban Neighborhood - Low	Max. 14	NA	100/0
Suburban Neighborhood - Moderate	Max. 30	Max. 0.3	100/0
Urban Neighborhood	20 - 50	0.2 - 0.4	80/20

* See "Calibrating Development" on page 62 for further details on applying density, intensity, and use mix ratio.

FIGURE LC-4 NEIGHBORHOOD DESIGNATIONS MAP

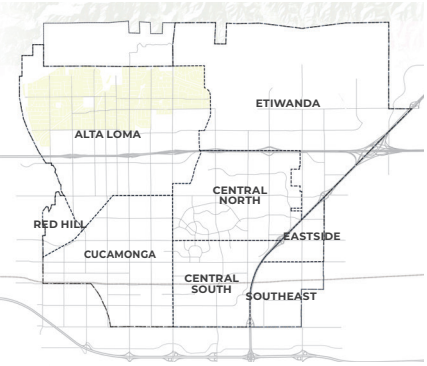




Cottage court with small homes and shared gardens



Walkable neighborhood adjacent to natural open spaces



Semi-Rural Neighborhood

SEMI-RURAL NEIGHBORHOOD

Purpose & Intent

To maintain and promote single family housing in neighborhoods that strengthen the semi-rural character of existing neighborhoods.

Land Use & Development Intensity

Uses are primarily low density residential. Limited neighborhood-serving businesses in small buildings may be allowed on select corner parcels to provide goods and services for daily needs and community gathering spots.

Civic uses, such as fire stations, schools, churches, and house-form multifamily residential may also be allowed provided such uses are oriented toward serving the needs of rural, low density neighborhoods.

- **Residential Density:** Max. 2 units/acre
- **Non-Residential Intensity:** NA



Deep front yards with rustic landscape

Built Form & Character

Neighborhoods are semi-rural in character. Buildings are oriented toward the public street and set back large distances from the natural street edge to provide large front yards. Building height and scale are site appropriate (depending on topography and slope). Houses are typically custom-built and reflect a wide range of architectural styles compatible with the semi-rural character of the neighborhood.

Sites and streets conform to the natural terrain, minimizing grading and preserving natural landforms. Small portions of sites are developed with single-family houses leaving much of each site relatively natural. Streetscapes are also semi-rural with gutterless roads defined by informal tree arrangements and natural street edges. Sidewalks may or may not be present, nonetheless safe and comfortable pedestrian paths are provided with large shade trees.



Rural fences define the lot front

Access & Connectivity

Streets have relatively low vehicular interconnectivity. Pedestrian and equestrian connections to trail systems are provided from neighborhood streets where possible. Buffered bike lanes may be present on collector streets along with street trees and other landscape enhancements.

Parks & Open Space

Open space is typically in the form of neighborhood parks for active and passive recreational use that maintain natural topography, native landscaping, and naturalistic playground equipment.

TRADITIONAL NEIGHBORHOOD

Purpose & Intent

To maintain and promote single family housing in neighborhoods with traditional pedestrian-oriented neighborhood development patterns, including in new master planned neighborhoods.

Land Use & Development Intensity

Uses are primarily low and low-medium density residential. Context-sensitive neighborhood commercial uses are also allowed in certain locations, such as neighborhood edges and at designated nodes within new master planned neighborhoods (see Chapter 2 Focus Areas for additional details on the Etiwanda Heights Town Center).

Civic uses, such as fire stations, schools, and churches may be allowed provided such uses are oriented toward serving the needs of neighborhoods.

- **Residential Density:** Max. 8 units/acre
- **Non-Residential Intensity:** Max. 0.4 FAR

Built Form & Character

Neighborhoods are traditional in character. Buildings are set back from the sidewalk with moderately sized front yards and welcoming entries scaled and oriented to pedestrians. Commercial groundfloors may be set nearer to the sidewalk to support such activities as outdoor dining and provide clear views into shopfronts. Buildings are up to 2.5 stories in height with varied massing and a wide range of architectural styles compatible with the existing character of adjacent houses. Multifamily and mixed-use buildings are compatible in scale, form, and character with nearby houses.

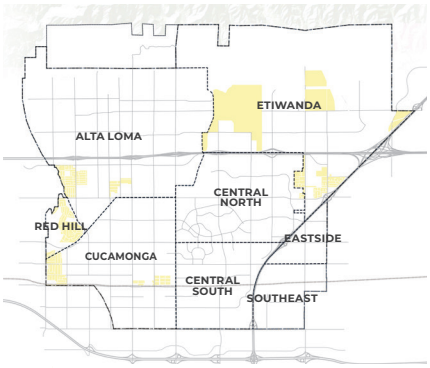
Lots, blocks, and streets conform to the natural terrain, minimizing grading and preserving natural landforms. Streetscapes provide safe and comfortable environments for pedestrians and bicyclists with continuous sidewalks uninterrupted by wide driveways, large shade trees and native landscaping.

Access & Connectivity

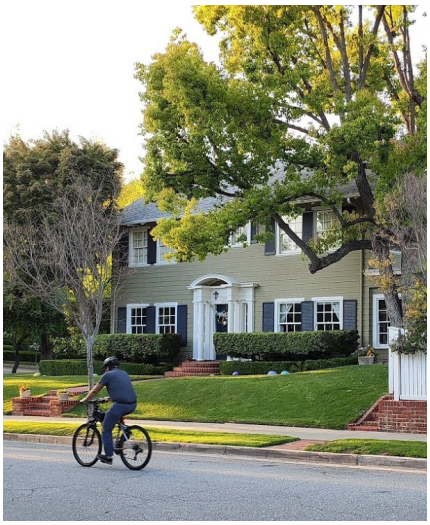
Streets are highly interconnected with a grid network pattern and human-scale blocks. Pedestrian and equestrian connections to trail systems are provided from neighborhood streets. Buffered or protected bike lanes may be added to collector streets along with street trees and other landscape enhancements that define the public spaces and provide shade canopy.

Parks & Open Space

Open space is in the form of neighborhood parks for active and passive recreational use for all ages and other small open spaces such as plazas and squares at mixed-use and commercial areas.



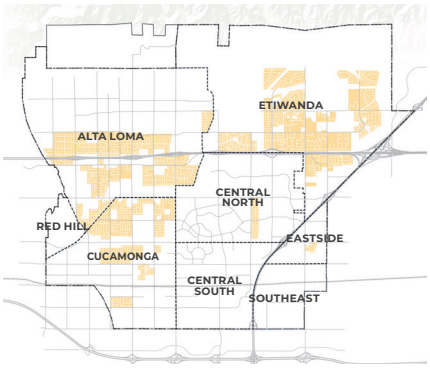
Traditional Neighborhood



Lots conform to natural terrain



"House-form" town houses



Suburban Neighborhood - Very Low

SUBURBAN NEIGHBORHOOD - VERY LOW

Purpose & Intent

To maintain and enhance the character of established suburban neighborhoods of single family detached housing.

Land Use & Development Intensity

Uses are primarily low density residential. Civic uses, such as fire stations, schools, and churches are allowed provided such uses are oriented toward serving the needs of the neighborhoods.

+ **Residential Density:** Max. 6 units/acre
+ **Non-Residential Intensity:** NA



Suburban neighborhood with a range of housing types and styles

Built Form & Character

Neighborhoods are suburban in character. Building setbacks are deep with large front yards defining the outdoor spaces of the public realm with landscaped edges.

Remodels of existing homes and accessory dwelling units (ADUs) reinforce the suburban character of the neighborhood in size, scale and form. Building heights are typically 1 to 2 stories and can be up to 2.5 stories.

Streetscapes provide safe and comfortable environments for bicyclists and pedestrians with continuous sidewalks, large shade trees and native landscaping.

Access & Connectivity

Street networks provide relatively low vehicular interconnectivity and are generally internalized. Nonetheless, pedestrian and bike connections are provided to major streets, trails, and neighborhood-serving uses and amenities.



Common open space fronting bungalows

Parks & Open Space

Open space is in the form of neighborhood parks for active and passive recreational use for all ages. On-site neighborhood amenities are required for large neighborhood projects.

SUBURBAN NEIGHBORHOOD - LOW

Purpose & Intent

To maintain and enhance the character of established suburban neighborhoods of single family detached and attached housing, such as duplexes, triplexes, quadplexes, and townhomes, in house-form buildings.

Land Use & Development Intensity

Uses are primarily low and low-medium density residential. Civic uses, such as fire stations, schools, and churches are allowed provided such uses are oriented toward serving the needs of the neighborhoods.

- **Residential Density:** Max. 14 units/acre
- **Non-Residential Intensity:** NA

Built Form & Character

Neighborhoods are suburban in character. Building setbacks are short with the facades forming the outdoor spaces of the public realm. Neighborhood commercial buildings are set near or at the sidewalk to support such activities as outdoor dining and provide clear views into shopfronts.

Remodels of existing homes and accessory dwelling units (ADUs) reinforce the suburban character of the neighborhood in size, scale and form. Neighborhood-serving commercial buildings are compatible in size, scale and character with existing houses in the neighborhood. Building heights are up to 3 stories.

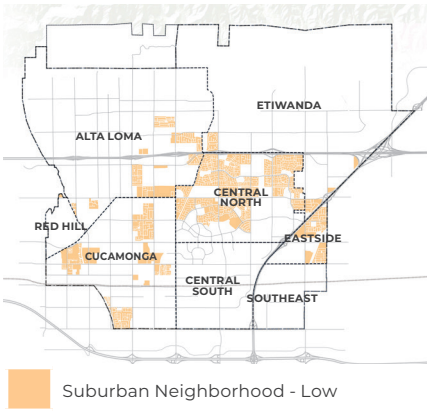
Streetscapes provide safe and comfortable environments for bicyclists and pedestrians with continuous sidewalks, large shade trees and native landscaping.

Access & Connectivity

Street networks provide relatively low vehicular interconnectivity and are generally internalized. Nonetheless, pedestrian and bike connections are provided to major streets, trails, and neighborhood-serving uses and amenities.

Parks & Open Space

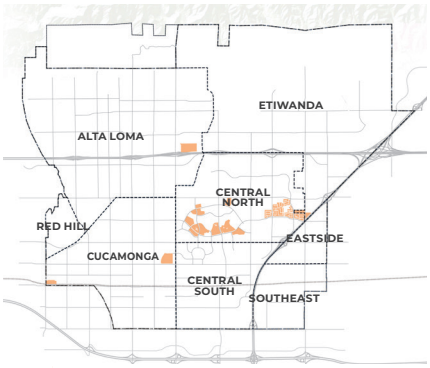
Open space is in the form of neighborhood parks for active and passive recreational use for all ages and other small open spaces such as plazas and squares at commercial areas. On-site neighborhood amenities are required for large neighborhood projects.



Suburban Neighborhood - Low


Attached single family homes in house-form buildings


Courtyards provide open space for attached homes



Suburban Neighborhood - Moderate

SUBURBAN NEIGHBORHOOD - MODERATE

Purpose & Intent

To maintain and enhance the character of suburban neighborhoods of single family detached, single family attached, and multifamily housing. Attached housing, such as duplexes, triplexes, quadplexes, and townhomes, should be in house-form buildings.

Land Use & Development Intensity

Uses are primarily low-medium and medium density residential. Limited context-sensitive neighborhood commercial uses may be allowed in select locations to provide goods and services for daily needs and community gathering spots and as part of mixed-use buildings and projects.

Civic uses, such as fire stations, schools, and churches are allowed provided such uses are oriented toward serving the needs of the neighborhoods.

- **Residential Density:** Max. 30 units/acre
- **Non-Residential Intensity:** Max. 0.3 FAR



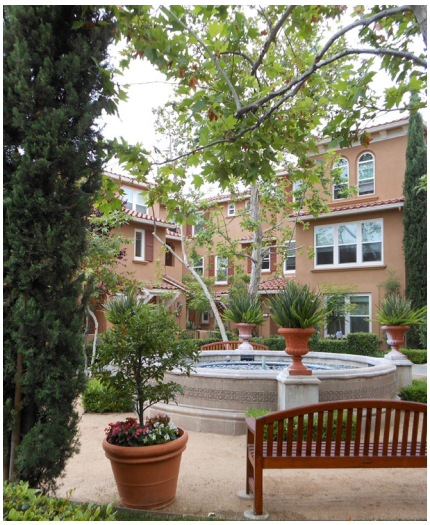
Front stoops provide semi-private spaces along neighborhood streets

Built Form & Character

Neighborhoods are suburban in character. Building setbacks are short with the facades forming the outdoor spaces of the public realm. Buildings with non-residential ground floors are set near or at the sidewalk to support such activities as outdoor dining and provide clear views into shopfronts.

Multifamily, neighborhood-serving commercial and mixed-use buildings are compatible in size, scale and character with existing houses in the neighborhood. Building heights are up to 5 stories.

Streetscapes provide safe and comfortable environments for bicyclists and pedestrians with continuous sidewalks, large shade trees and native landscaping.



Internal greens and courtyards provide open space for residents

Access & Connectivity

Street networks provide relatively low vehicular interconnectivity and are generally internalized. Nonetheless, pedestrian and bike connections are provided to major streets, trails, and neighborhood-serving uses and amenities.

Parks & Open Space

Open space is in the form of neighborhood parks for active and passive recreational use for all ages and other small open spaces such as plazas and squares at mixed-use and commercial areas. On-site neighborhood amenities are required for large neighborhood projects.

URBAN NEIGHBORHOOD

Purpose & Intent

To provide for multifamily neighborhoods adjacent to and supportive of higher intensity mixed-use centers of activity.

Land Use & Development Intensity

Uses include medium to high density residential and mixed-use that comprise residential uses with non-residential uses and services, such as retail shops, restaurants, and offices. Standalone non-residential uses may be allowed in certain locations to serve a high need for commercial uses.

Civic uses, such as fire stations, schools, and churches are allowed provided such uses are oriented toward serving the needs of the neighborhoods.

- **Residential Density:** 20 - 50 units/acre
- **Non-Residential Intensity:** 0.2 - 0.4 FAR

Built Form & Character

Neighborhoods are urban in character. Buildings are oriented toward the street and the facades form the outdoor spaces of the public realm. Buildings with non-residential ground floors are set near or at the sidewalk to support such activities as outdoor dining and provide clear views into shopfronts.

Buildings are compatible in size, scale and character with adjacent buildings and designed for soft transitions to surrounding neighborhoods of lower densities. Mixed-use buildings may be in vertical or horizontal layout. Buildings are typically 3 to 5 stories and can be up to 12 stories.

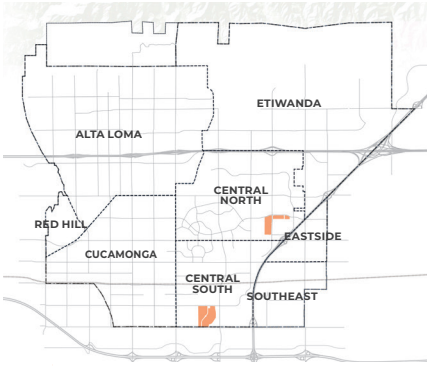
Streetscapes provide safe and comfortable environments for bicyclists and pedestrians with continuous, wide sidewalks, large shade trees and native landscaping.

Access & Connectivity

Street networks comprise relatively large blocks and moderate vehicular interconnectivity within a grid pattern. Pedestrian and bike connections are provided to major streets, trails, and destinations with commercial, recreational, and employment uses and amenities.

Parks & Open Space

Open space is in the form of neighborhood parks for active and passive recreational use for all ages and other open spaces such as plazas and squares at mixed-use and commercial areas. On-site neighborhood amenities are required for large multifamily and mixed-use projects.



Urban Neighborhood



Flex space in “light-courts” below



Cars, bikes and pedestrians can safely mix in low-speed “in-town” places



CORRIDOR DESIGNATIONS

Corridors comprise the primary streets and public open space rights-of-way and the properties and environments along them through which we move from neighborhood to neighborhood, from home to work, and to shop and meet friends. Like most cities, Rancho Cucamonga's major streets were initially built primarily for efficient flow of automobile traffic with very little consideration of how adjacent development connects to the public realm of the streets or to other development across the street. However, over the last 20 years, there has been new understanding of the value of designing corridors to be places people go to rather than places people drive through.

This same value has been observed by the community. Throughout the PlanRC public engagement process, community members requested that streets provide safer, more comfortable spaces for pedestrian, bicyclists, and equestrians and better accommodate transit service in addition to continuing to carry automobile traffic efficiently throughout the city. Fortunately, the wide public rights-of-way and "first generation" street improvements offer both the space and the opportunity for refinements that can meet this request. The corridors envisioned here, and summarized in Table LC-3, are where commercial and recreational amenities and appropriate types of multifamily housing can open to the street, allowing residents to enjoy their neighborhoods and amenities, rather than hiding homes and businesses behind large parking lots and screen wall

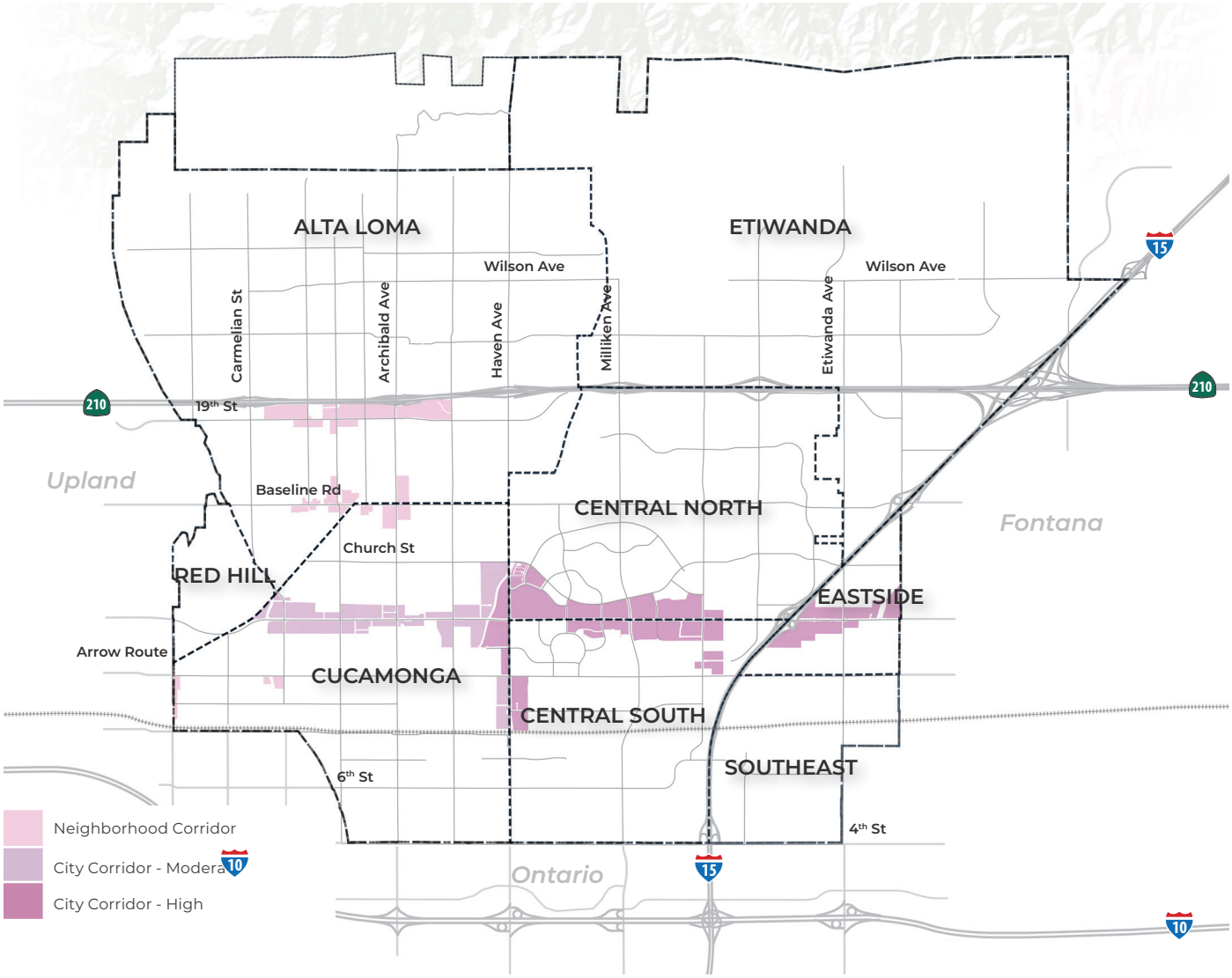
Further, corridor activity nodes of moderately higher development intensities and greater concentrations of commercial uses at major intersections, as shown in Figure LC-1, Vision Diagram, will generate a "series of places" connected by a major street. Requiring adjacent development to include human-scale design features and improving the streets for better access will transform these streets into people-centric corridors that can add great value to the city.

TABLE LC-3 CORRIDOR DESIGNATIONS SUMMARY

General Plan Designation	Residential Density (DU/AC)*	Non-Residential Intensity (FAR)	Target Use Mix Ratio (Res/Non-Res)
Neighborhood Corridor	Max. 24	0.4 - 0.6	70/30
City Corridor - Moderate	24 - 42	0.4 - 1.0	70/30
City Corridor - High	36 - 60	0.6 - 1.5	70/30

* See "Calibrating Development" on page 62 for further details on applying density, intensity, and use mix ratio.

FIGURE LC-5 CORRIDOR DESIGNATIONS MAP

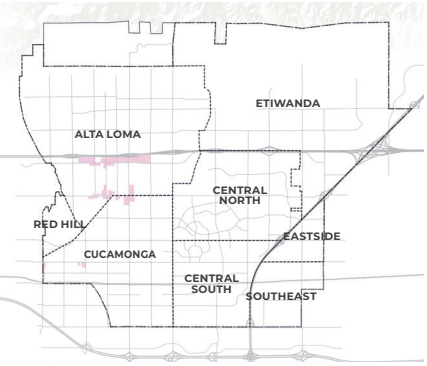




Shops and offices on ground floor with housing above



Housing is enabled on quiet side streets of main corridor



Neighborhood Corridor

NEIGHBORHOOD CORRIDOR

Purpose & Intent

To provide for more intense development in an active, pedestrian-oriented, and transit-ready environment within certain segments of major corridors adjacent to low and medium density neighborhoods.

Land Use & Development Intensity

Uses comprise medium-density residential and neighborhood-serving commercial uses, both freestanding and in mixed-use projects and buildings. Preferred neighborhood commercial uses include general retail, personal services, banks, restaurants, and cafes.

Civic uses, such as fire stations, schools, and churches, and auto-dependent uses, such as gas stations, car washes, and drive-throughs, may be allowed and should be designed to be compatible with the scale and character of the corridor environment.

- **Residential Density:** Max. 24 units/acre
- **Non-Residential Intensity:** 0.4 - 0.6 FAR



Low-rise mixed-use buildings fronting the street

Built Form & Character

Corridors are suburban in character. Buildings are set near or at the sidewalk and oriented toward the primary street(s) to provide spatial definition of the public realm and groundfloor activity. Buildings are up to 3 stories in height and designed for soft transitions to surrounding neighborhoods of lower densities. Building size, scale, and character are further calibrated to respect the scale and character of the adjacent neighborhood.

Streetscapes provide safe and comfortable environments for bicyclists and pedestrians with continuous, wide sidewalks, large shade trees and native landscaping. Street parking is provided along the primary street or “side access lane,” where appropriate, to physically and psychologically buffer pedestrians from vehicular traffic.



Neighborhood cafe at the corner of an intersection

Access & Connectivity

Neighborhood streets and pedestrian pathways connect to the corridor to provide greater mobility options, such as biking and walking, from surrounding neighborhoods to the uses and amenities along the corridor.

Parks & Open Space

Open spaces are in the form of small plaza, greens, and other publicly accessible open spaces. These spaces are surrounded by active frontages and are designed to accommodate a range of neighborhood activities, such as gathering, dining, and informal play.

CITY CORRIDOR - MODERATE

Purpose & Intent

To provide for a mix of uses at moderate development intensities along Foothill Boulevard.

Land Use & Development Intensity

Uses comprise medium- and medium-high density residential and a broad range of commercial uses including general retail, personal services, banks, restaurants, cafes, and office. Uses may be in freestanding or mixed-use buildings and projects.

Civic uses, such as fire stations, schools, and churches, and auto-dependent uses, such as gas stations, car washes, and drive-throughs, may be allowed and should be designed to be compatible with the scale and character of the corridor environment.

- **Residential Density:** 24 - 42 units/acre
- **Non-Residential Intensity:** 0.4 - 1.0 FAR

Built Form & Character

Corridors are urban in character. Buildings are set near or at the sidewalk and oriented toward the primary street(s) to provide spatial definition of the public realm and groundfloor activity. Groundfloors are tall with clear views of shopfronts and have frequent entrances. Buildings range from 3 to 5 stories in height and are designed for soft transitions to surrounding neighborhoods of lower densities.

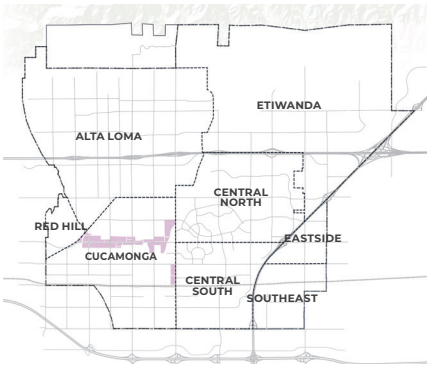
Streetscapes provide safe and comfortable environments for bicyclists and pedestrians with continuous, wide sidewalks, large shade trees and native landscaping. Street parking is provided along the primary street or “side access lane” to buffer pedestrians from vehicular traffic.

Access & Connectivity

Blocks are moderate in size. Large sites are reorganized into walkable blocks by the insertion of a new network of pedestrian-friendly streets that connect surrounding neighborhoods to amenities and services in the corridor. These streets may be privately owned but will be publicly accessible and look, feel, and function like public streets.

Parks & Open Space

Open spaces are in the form of plaza, squares, greens, parks and other publicly accessible open spaces. These spaces are surrounded by active frontages and designed to accommodate a wide range of community activities and events. On-site neighborhood amenities are required for large multifamily and mixed-use projects.



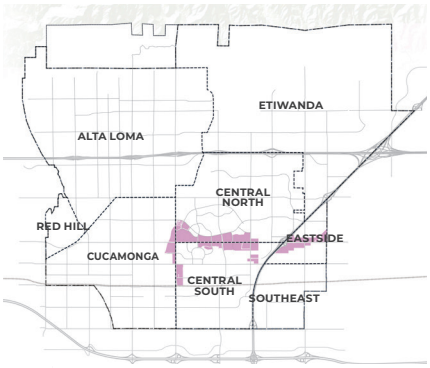
City Corridor - Moderate



Active groundfloor environment



Mixed-use building at corner of transit-oriented street



City Corridor - High

CITY CORRIDOR - HIGH

Purpose & Intent

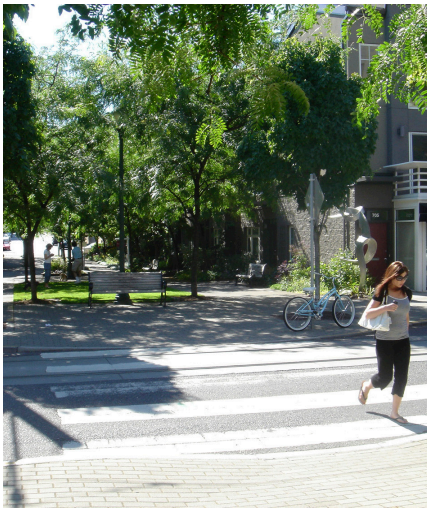
To provide for high development intensities along Foothill Boulevard, particularly adjacent to city centers.

Land Use & Development Intensity

Uses comprise medium-high and high density residential and a broad range of commercial uses including general retail, personal services, banks, restaurants, cafes, and office. Office uses are strongly encouraged along Haven Avenue. Uses may be in freestanding or mixed-use buildings and projects.

Civic uses, such as fire stations, schools, and churches, and auto-dependent uses, such as gas stations, car washes, and drive-throughs, may be allowed and should be designed to be compatible with the scale and character of the corridor environment.

- **Residential Density:** 36 - 60 units/acre
- **Non-Residential Intensity:** 0.6 - 1.5 FAR



Street network includes “carless streets” for pedestrians and cyclists

Built Form & Character

Corridors are urban in character. Buildings are set near or at the sidewalk and oriented toward the primary street(s) to provide spatial definition of the public realm and groundfloor activity along the corridor. Building groundfloors are tall with clear views of shopfronts and have frequent entrances and clean fenestration. Buildings range from 4 to 7 stories in height and are designed for soft transitions to surrounding neighborhoods of lower densities.

Streetscapes provide safe and comfortable environments for bicyclists and pedestrians with continuous, wide sidewalks, large shade trees and native landscaping. Street parking is provided along the primary street or “side access lane” to physically and psychologically buffer pedestrians from vehicular traffic.



Wide sidewalks and active frontages

Access & Connectivity

Blocks are moderate in size. Large sites are reorganized into walkable blocks by the insertion of a new network of pedestrian-friendly streets that connect surrounding neighborhoods, centers, and districts to the corridor. These streets may be privately owned but will be publicly accessible and look, feel, and function like public streets.

Parks & Open Space

Open spaces are in the form of plaza, squares, greens, parks and other publicly accessible open spaces. These spaces are surrounded by active frontages and designed to accommodate a wide range of community activities and events. On-site neighborhood amenities are required for large multifamily and mixed-use projects.



Streetscapes designed for pedestrians



Building facades define outdoor spaces



Outdoor dining in the cool of the evening



Tall, distinct ground floors provide pedestrian-oriented environments



CENTER DESIGNATIONS

Centers are the focal points of community activity, providing residents of surrounding neighborhoods with a wide range of retail and civic amenities and community gathering places within close reach of their home. Centers are generally located along the City's primary street corridors and serve as focal points of neighborhoods, and as transitions between quieter neighborhoods and the more intense activity of corridor and districts. Many centers provide primarily retail and service commercial uses to surrounding neighborhoods, while others may emphasize civic and cultural activities, provide small concentrations of jobs, and may also include housing in various forms.

One important aspiration articulated by the community through the PlanRC process was to have more destinations within easier reach of neighborhoods. Centers will be key in achieving this outcome. This General Plan enables existing and future centers to be more inviting, human-scale public gathering spaces that are highly accessible from surrounding neighborhoods by pedestrians, bicyclists, and equestrians in addition to motorists.

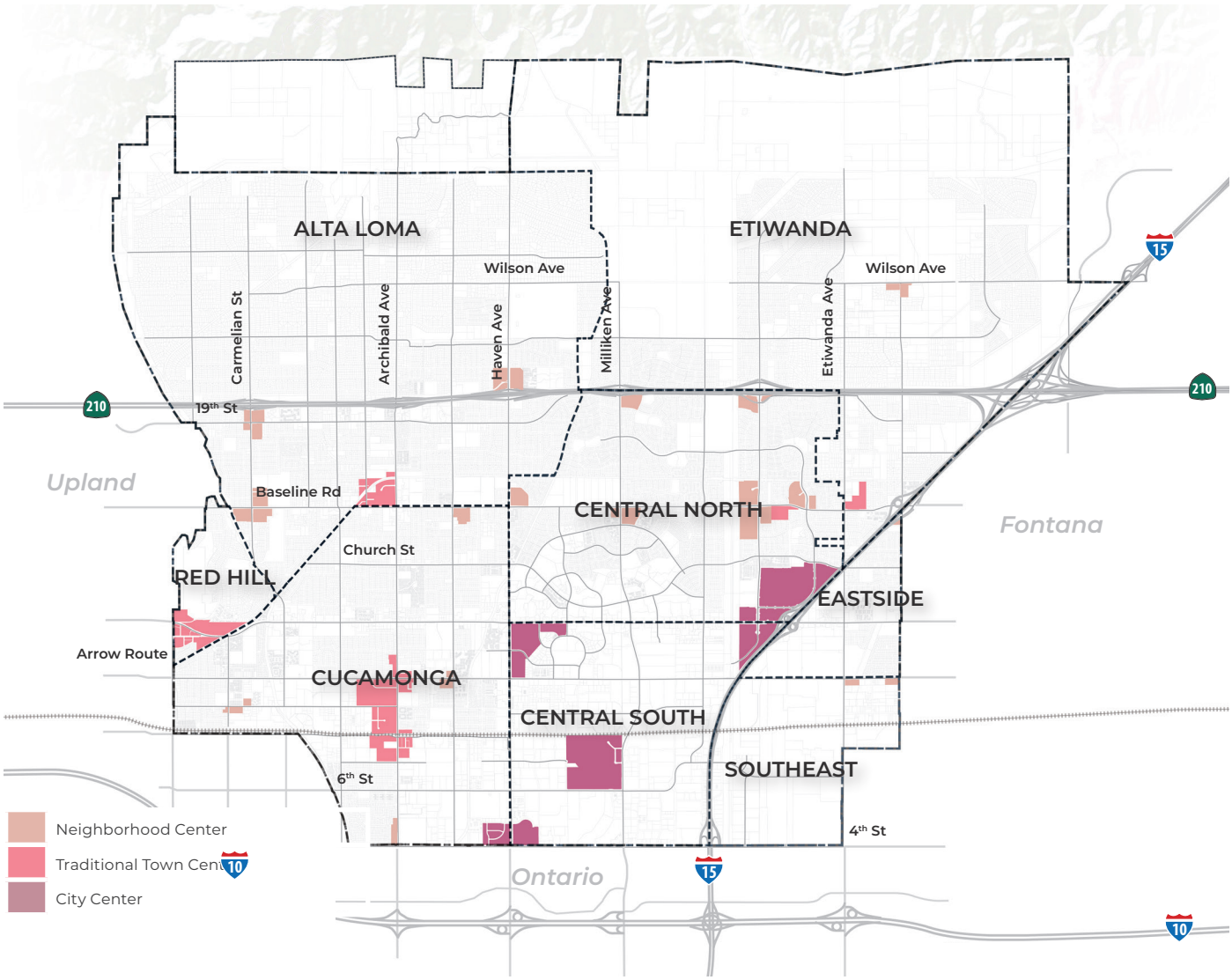
To ensure that each center contributes well to the community of which it is a part, several center designations are defined, as summarized in Table LC-4, ranging from commercial and mixed-use Neighborhood Centers at major crossroads of the city, to Traditional Town Centers close to and serving well-established neighborhoods, and larger, more intense community-scale, transit-ready City Centers on major corridors adjacent to employment districts.

TABLE LC-4 CENTER DESIGNATIONS SUMMARY

General Plan Designation	Residential Density (DU/AC)*	Non-Residential Intensity (FAR)	Target Use Mix Ratio (Res/Non-Res)
Neighborhood Center	Max 24	0.2 - 0.4	20/80
Traditional Town Center	Max 30	0.2 - 0.6	50/50
City Center	40 - 100	1.0 - 2.0	50/50

* See "Calibrating Development" on page 62 for further details on applying density, intensity, and use mix ratio.

FIGURE LC-6 CENTER DESIGNATIONS MAP

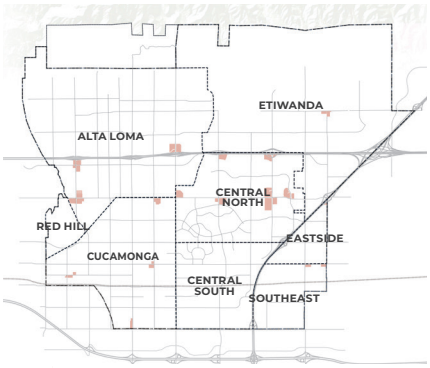




Attached housing in Center area



Varied massing and architecture creates sense of place



Neighborhood Center

NEIGHBORHOOD CENTER

Purpose & Intent

To provide for a range of daily needs—commercial goods and services, civic amenities, and community gathering spaces—at prime locations within easy reach of neighborhood residents.

Land Use & Development Intensity

Uses are primarily commercial, including general retail, personal services, banks, restaurants, and cafes. Medium density residential is allowed and encouraged as infill and redevelopment with a mix of uses. Uses may be in freestanding or mixed-use buildings and projects.

Civic uses, such as fire stations, schools, and churches, and auto-dependent uses, such as gas stations, car washes, and drive-throughs, may be allowed and should be designed to be compatible with the scale and character of the corridor environment.

- **Residential Density:** Max. 24 units/acre
- **Non-Residential Intensity:** 0.2 - 0.4 FAR



Amenity-rich outdoor space

Built Form & Character

Centers are suburban in character. Buildings face the primary street. Internal streets/drives are lined with shopfronts and wide comfortable sidewalks that accommodate seating and outdoor dining. Building heights are up to 3 stories. Building size, scale, and character are further calibrated to respect the scale and character of the surrounding neighborhood.

Access & Connectivity

Street networks are generally internalized. Nonetheless, pedestrian and bike connections are provided to major streets, trails, and neighborhoods. Infill and redevelopment of large sites create walkable blocks with a network of pedestrian-friendly streets that connect surrounding neighborhoods to uses and amenities in the center. These streets may be privately owned but will be publicly accessible and look, feel, and function like public streets. Parking is located behind or between buildings in lots that are well shaded, well lighted and secure with clear and convenient access to buildings



Large trees define comfortable spaces

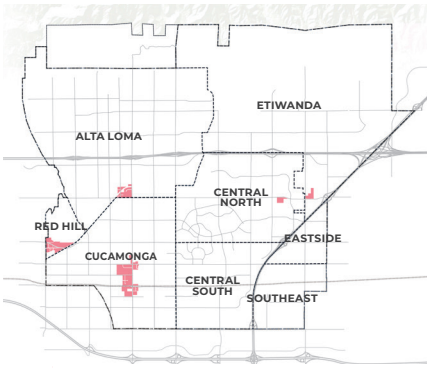
Parks & Open Space

Open spaces are in the form of small plazas and other well-defined open spaces in front of shops and restaurants. Open spaces are well-furnished, including heating and cooling amenities as appropriate, and well-landscaped with native plants and large shade trees, to provide comfortable seating and dining areas. On-site neighborhood amenities are required for large multifamily and mixed-use projects.

TRADITIONAL TOWN CENTER

Purpose & Intent

To provide neighborhood-serving commercial uses and amenities within an active, walkable mixed-use environment hearkening back to the original historic communities of Rancho Cucamonga. See Chapter 2 Focus Areas for additional details on Red Hill Gateway, Alta Loma Town Center, and the Cucamonga Town Center.



Traditional Town Center

Land Use & Development Intensity

Uses comprise medium to medium-high density residential and neighborhood-serving commercial uses, including general retail, personal services, banks, restaurants, and cafes. Uses may be in freestanding or mixed-use buildings and projects. Infill and redevelopment with a mix of uses is encouraged.

- **Residential Density:** Max. 30 units/acre
- **Non-Residential Intensity:** 0.2 - 0.6 FAR

Built Form & Character

Centers are traditional in character. Buildings are set near or at the sidewalk and oriented toward the primary street(s) to provide spatial definition of the public realm and groundfloor activity along the corridor. Buildings are up to 4 stories in height and designed for soft transitions to surrounding neighborhoods of lower densities. Building size, scale, and character are further calibrated to respect the scale and character of the surrounding neighborhood.

Streetscapes provide safe and comfortable environments for bicyclists and pedestrians with continuous sidewalks, large shade trees and native landscaping. Street parking is provided along the primary street to curb speeding and buffer pedestrians from vehicular traffic.



"Town-scale" massing and design of buildings

Access & Connectivity

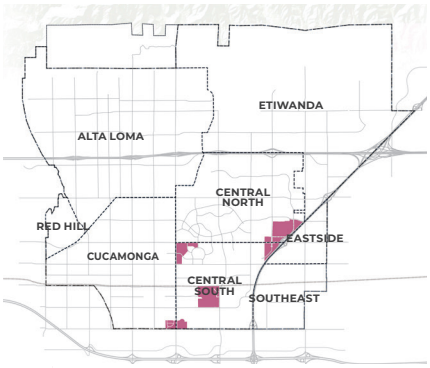
Neighborhood streets and pedestrian pathways connect to the Center providing greater mobility options, such as biking and walking, from surrounding neighborhoods to the uses and amenities in the center. Local streets include traffic-calming measures to reduce vehicular speed.

Parks & Open Space

Open spaces are in the form of small plazas, greens, and other well-defined open spaces. Open spaces are well-furnished, including heating and cooling amenities as appropriate, and well-landscaped with native plants and large shade trees, to provide comfortable seating, dining, and gathering areas. On-site neighborhood amenities are required for large multifamily and mixed-use projects.



Active frontages make centers comfortable late into the evening



City Center

CITY CENTER

Purpose & Intent

To provide for intense concentrations of retail and civic activity, multifamily housing, and employment in a pedestrian-oriented, transit-ready environment. See Chapter 2 Focus Areas for additional details on Downtown Rancho Cucamonga (Victoria Gardens & Epicenter), Civic Center, and the Regional Transit Hub.

Land Use & Development Intensity

Uses comprise medium-high to high density residential and a wide range of commercial uses, including general retail, personal services, banks, restaurants, cafes, and office. Uses may be in freestanding or mixed-use buildings and projects. Infill and redevelopment with a mix of uses is encouraged.

- **Residential Density:** 40 - 100 units/acre
- **Non-Residential Intensity:** 1.0 - 2.0 FAR

Built Form & Character

Centers are urban in character. Buildings are set near or at the sidewalk and oriented toward the primary street(s) to provide spatial definition of the public realm and groundfloor activity along the corridor. Buildings are up to 12 stories in height and designed for soft transitions to surrounding neighborhoods of lower densities. Building size, scale, and character are further calibrated to respect the scale and character of the adjacent context.

Streetscapes provide safe and comfortable environments for bicyclists and pedestrians with continuous, wide sidewalks, large shade trees and native landscaping. Street parking is provided along the primary street, or side access lanes, to curb speeding and buffer pedestrians from vehicular traffic.



Local and native landscape greens the public realm

Access & Connectivity

Major streets are improved to accommodate a range of vehicular modes, including bus rapid transit (BRT) and potentially streetcar light rail.

Infill and redevelopment of large sites create walkable blocks with a new network of pathways and pedestrian-friendly streets that connect uses and amenities in the center to major streets and to adjacent neighborhoods and districts. These new streets may be privately owned but will be publicly accessible and look, feel, and function like public streets.

Parking is located behind or between buildings in surface lots that are well shaded, well lighted and secure with clear and convenient access to buildings



Trees screen pedestrians from traffic and lead views to the tall shopfronts

Parks & Open Space

Open spaces are in the form of plaza, squares, greens, parks and other publicly accessible open spaces in varying sizes. These spaces are surrounded by active frontages and designed to accommodate a wide range of community activities and events. On-site neighborhood amenities are required for large multifamily and mixed-use projects.



Victoria Gardens has the foundation to become the downtown of Rancho Cucamonga



Streets for people



Lively dining court



Public squares punctuate and provide activity focal points within corridors



DISTRICT DESIGNATIONS

Districts describe the primary places where we work and conduct business. Districts, as summarized in Table LC-5, are predominantly non-residential with a primary activity that is functionally specialized, such as a commercial, office, or industrial use, and can also include some supportive commercial and recreational uses and housing. These places in Rancho Cucamonga can be organized into several different types of employment districts that improve the business environment with compatible and supportive services and improved and appropriate transportation networks.

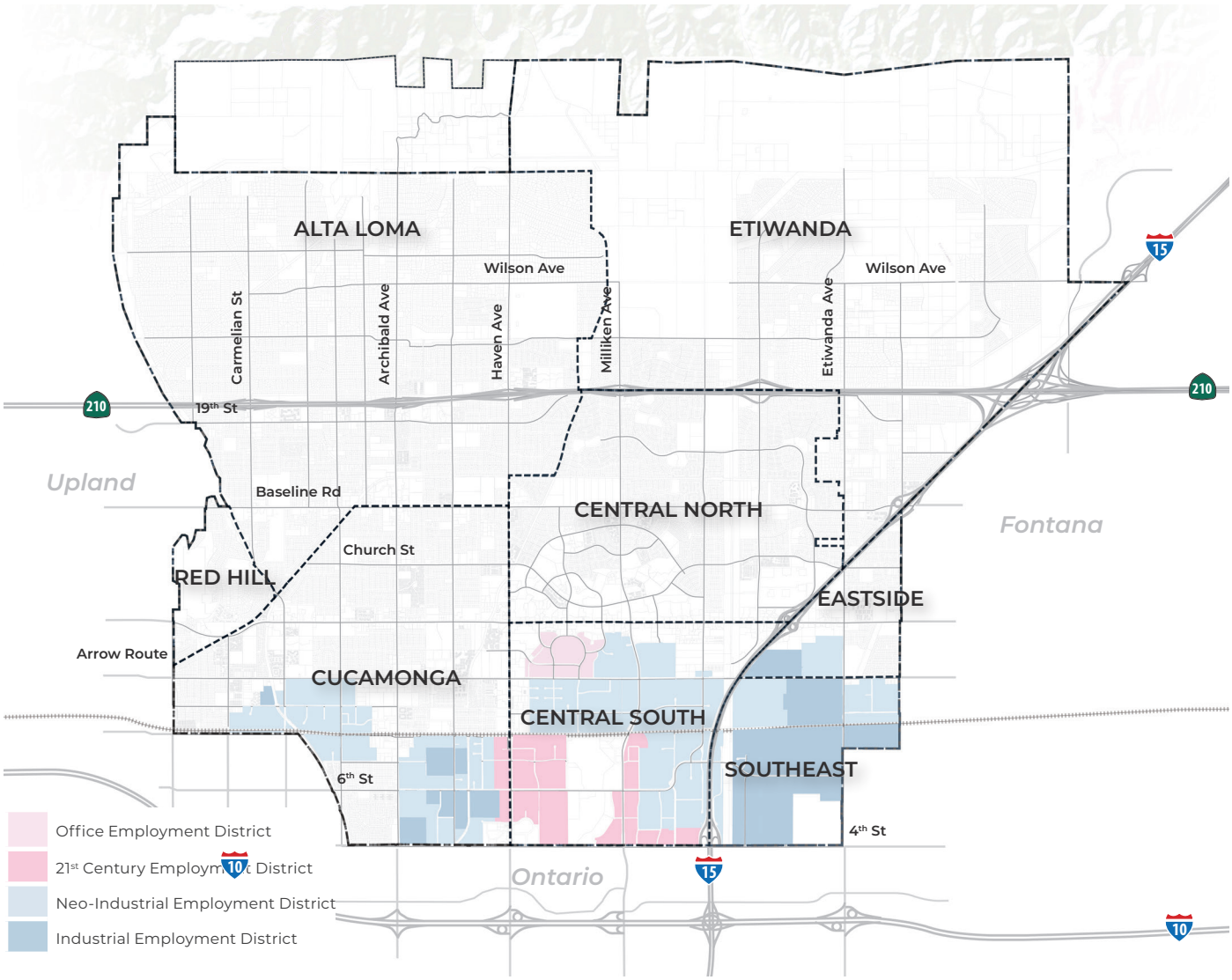
Districts are larger than centers and more specialized in their purpose and uses. They are generally located near major transportation facilities, or centrally located within the larger community or sub-region. Contextual considerations for each Community Planning Area are encouraged to support the existing and intended character of each Community Planning Area.

TABLE LC-5 DISTRICTS DESIGNATIONS SUMMARY

General Plan Designation	Residential Density (DU/AC)*	Non-Residential Intensity (FAR)	Target Use Mix Ratio (Res/Non-Res)
Office Employment District	18 - 30	0.6 - 1.0	20/80
21st Century Employment District	24 - 42	0.4 - 1.0	30/70
Neo-Industrial Employment District	14 - 24	0.4 - 0.6	10/90
Industrial Employment District	0	0.4 - 0.6	10/100

* See “Calibrating Development” on page 62 for further details on applying density, intensity, and use mix ratio.

FIGURE LC-7 DISTRICT DESIGNATIONS MAP

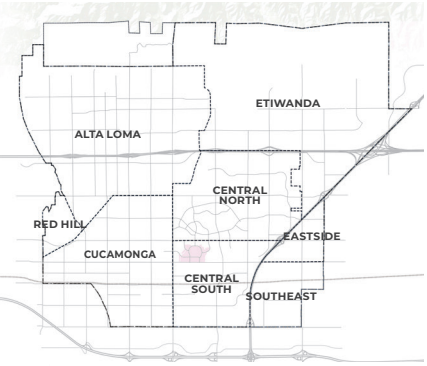




Housing, retail and office uses mix well in this setting



Convenient shops and restaurants add more value and healthy lifestyles to employment districts than in typical “office parks”.



Office Employment District

OFFICE EMPLOYMENT DISTRICT

Purpose & Intent

To provide for the location and retention of professional office uses and related-services in close proximity to the City's Civic Center.

Land Use & Development Intensity

Uses are primarily professional office, business, financial services, and government agency and service facilities. Accessory and supporting uses include retail, restaurants, personal services, hotels, work-live and multifamily residential. Uses may be in freestanding or mixed-use buildings and projects. Infill and redevelopment with a mix of uses is encouraged.

+ **Residential Density:** 18 - 30 units/acre
+ **Non-Residential Intensity:** 0.6 - 1.0 FAR



Shops with offices above

Built Form & Character

Districts are urban in character. Buildings are set near or at the sidewalk and oriented toward the primary street(s) to provide spatial definition of the public realm and groundfloor activity. Buildings are up to five stories in height and have tall ground floors with high transparency.

Parking structures are consistent in architectural design with adjacent buildings and have landscaping and/or screens at all levels to veil views of parked cars from public rights-of-way.

Streetscapes provide safe and comfortable environments for bicyclists and pedestrians with continuous sidewalks, shade trees and native landscaping.

Access & Connectivity

Infill and redevelopment of large sites create walkable blocks with a new network of pathways and pedestrian-friendly streets that connect to major streets and to adjacent neighborhoods, centers and districts. These new streets may be privately owned but will be publicly accessible and look, feel, and function like public streets.

Parking is located behind or between buildings in surface lots that are well shaded, well lighted and secure with clear and convenient access to buildings. Street parking is provided along primary streets wherever possible. Loading areas are located to the rear of buildings.



Mixed-use buildings with active groundfloors

Parks & Open Space

Open spaces are in the form of plazas, greens, parks, and other publicly accessible open spaces in varying sizes. Open spaces are well-defined by building fronts and well-landscaped with trees, plants, and park furniture.

21ST CENTURY EMPLOYMENT DISTRICT

Purpose & Intent

To provide for professional office and innovative businesses in a multi-functional environment that has an array of amenities and services, is close to housing, and is conveniently accessible by all modes of transportation.

Land Use & Development Intensity

Uses comprise a mix of business and professional office with supporting services, retail, and multifamily residential. Uses may be in freestanding or mixed-use buildings and projects. Adaptive reuse, infill and redevelopment with a mix of uses is encouraged.

Existing industrial uses may remain and expansions with clean industrial uses are allowed. However, any new industrial uses shall be in the Neo-Industrial or Industrial Employment Districts, as appropriate.

- **Residential Density:** 24 - 42 units/acre
- **Non-Residential Intensity:** 0.4 - 1.0 FAR

Built Form & Character

Districts are urban in character. Buildings are set near or at the sidewalk and oriented toward the primary street(s) to provide spatial definition of the public realm and groundfloor activity. Buildings are up to five stories in height and have tall ground floors with high transparency.

Parking structures are consistent in architectural design with adjacent buildings and have landscaping and/or screens at all levels to veil views of parked cars from public rights-of-way.

Streetscapes provide safe and comfortable environments for bicyclists and pedestrians with continuous sidewalks, shade trees and native landscaping.

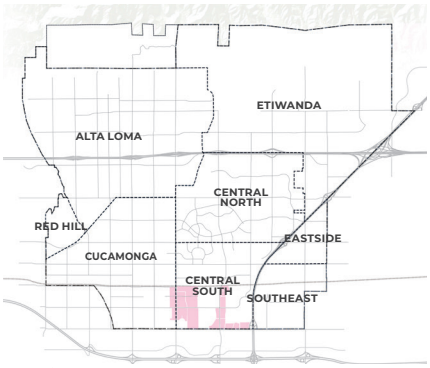
Access & Connectivity

Streets and pathways provide safe, comfortable, and convenient connections throughout the District and to adjacent destinations, particularly the Cucamonga Station.

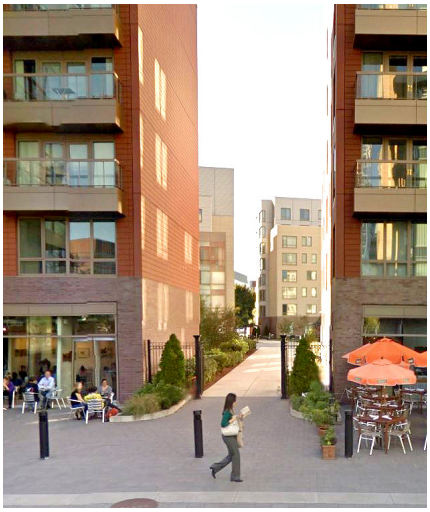
Parking is located behind or between buildings in surface lots that are well shaded, well lighted and secure with clear and convenient access to buildings. Street parking is provided along primary streets wherever possible. Loading areas are located to the rear of buildings.

Parks & Open Space

Open spaces are in the form of plazas, greens, parks, and other publicly accessible open spaces in varying sizes. Open spaces are well-defined by building fronts and well-landscaped with trees, plants, and park furniture.



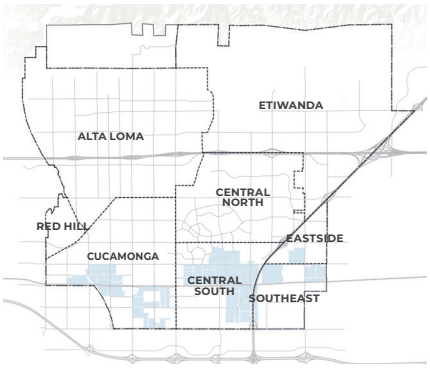
21st Century Employment District



"Pocket spaces" for people



Housing above restaurant



Neo-Industrial Employment District

NEO-INDUSTRIAL EMPLOYMENT DISTRICT

Purpose & Intent

To provide for light industrial uses with low environmental impacts and to support the growth of creative and innovative industries and new businesses. This designation also serves as a transition zone between sensitive uses, such as residential, and more intense industrial uses.

Land Use & Development Intensity

Uses are primarily light industrial, including creative industries such as small-scale breweries and communal maker-spaces. Office, retail, and residential are permitted as an accessory use only. Adaptive reuse of buildings to accommodate these uses are encouraged. Standalone residential is not permitted.

Low impact industrial uses, such as incubator spaces and small warehouses, that are context-sensitive and calibrated to minimize impacts to adjacent residential uses are preferred. Industrial uses with minimal or reduced impacts on nearby residential uses may be allowed. More intensive industrial uses with substantive impacts on adjacent uses are not permitted.

- **Residential Density:** 14 - 24 units/acre
- **Non-Residential Intensity:** 0.4 - 0.6 FAR



Active, "creative" workplaces with open space for repose

Built Form & Character

Buildings are modern industrial in character and tend to be smaller in size and scale in comparison to buildings in the Industrial Employment District. Building fronts are oriented to the primary street with clear views of entrances. Buildings are up to three stories in height and designed for soft transitions between uses and intensities, especially where adjacent to residential neighborhoods. Visual screens are provided between any unenclosed industrial operations and new accessory residences.

Streetscapes provide safe and comfortable environments for bicyclists and pedestrians with continuous sidewalks, shade trees and native landscaping, and accommodate the heavy vehicles that serve the businesses.



Creative reuse of industrial building

Access & Connectivity

Streets and pathways provide safe, comfortable, and convenient connections throughout the District and to adjacent destinations, particularly the Cucamonga Station. Where possible, large existing blocks are subdivided into smaller blocks to improve access and connectivity of the street network.

Visitor parking areas are well-lighted and landscaped and provide clear and convenient access to buildings. Large parking lots, outdoor storage and fabrication areas, and loading/docking areas are located to the rear or side of buildings and well screened from public view.

Parks & Open Space

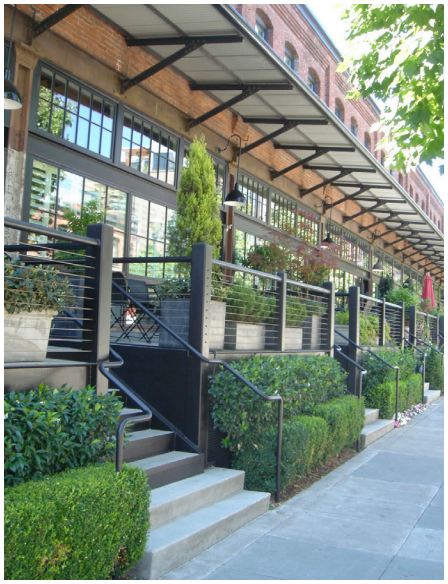
Open spaces are provided in the form of small plazas, parks, and greens. Open spaces are well-defined by building fronts and well-landscaped with trees, plants, and park furniture. On-site open spaces should have clear sightlines from public streets and adjacent buildings.



Industrial buildings repurposed for non-industrial uses



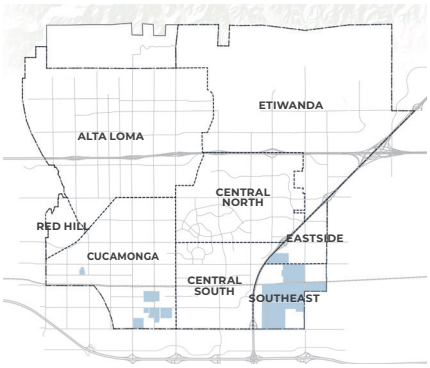
Multipurpose paths provide connections throughout employment districts



Pathway oriented frontage



Repurposed building with small cafe restaurant



Industrial Employment District

INDUSTRIAL EMPLOYMENT DISTRICT

Purpose & Intent

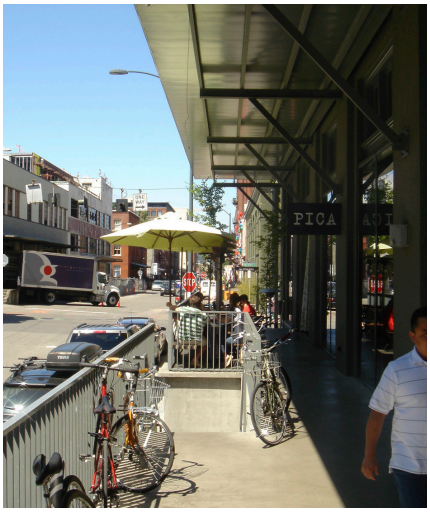
To provide for industrial activities of all types and promote reinvestment and reuse of industrial lands into more clean and sustainable industrial uses and operations.

Land Use & Development Intensity

Uses are a broad range of light and heavy industrial, including light industrial research parks, logistics centers, heavy manufacturing, and machining operations. Office and retail uses are permitted as an accessory use only. Adaptive reuse of buildings to accommodate these uses are encouraged.

New residential uses, with the exception of on-site caretaker units, are not permitted.

- **Residential Density:** 0 units/acre
- **Non-Residential Intensity:** 0.4 - 0.6 FAR



Adaptive reuse of old loading dock

Built Form & Character

Districts are industrial in character. Building fronts are oriented to the primary street with clear views of entrances. Buildings are up to three stories in height and designed for soft transitions between uses and intensities, especially where adjacent to lower intensity uses.

Streetscapes provide safe and comfortable environments for bicyclists and pedestrians with continuous sidewalks, shade trees and native landscaping.



Cafe in parking structure “liner space”

Access & Connectivity

Streets and pathways provide safe, comfortable, and convenient connections throughout the District and to adjacent destinations, particularly the Cucamonga Station. Where possible, large existing blocks are subdivided into smaller blocks to improve access and connectivity of the street network.

Visitor parking areas are well-lighted and landscaped and provide clear and convenient access to buildings. Large parking lots, outdoor storage and fabrication areas, and loading/docking areas are located to the rear or side of buildings and well screened from public view.

Parks & Open Space

Open spaces are provided in the form of small plazas, parks, and greens. Open spaces are well-defined by building fronts and well-landscaped with trees, plants, and park furniture. On-site open spaces should have clear sightlines from public streets and adjacent buildings.

Focus Areas

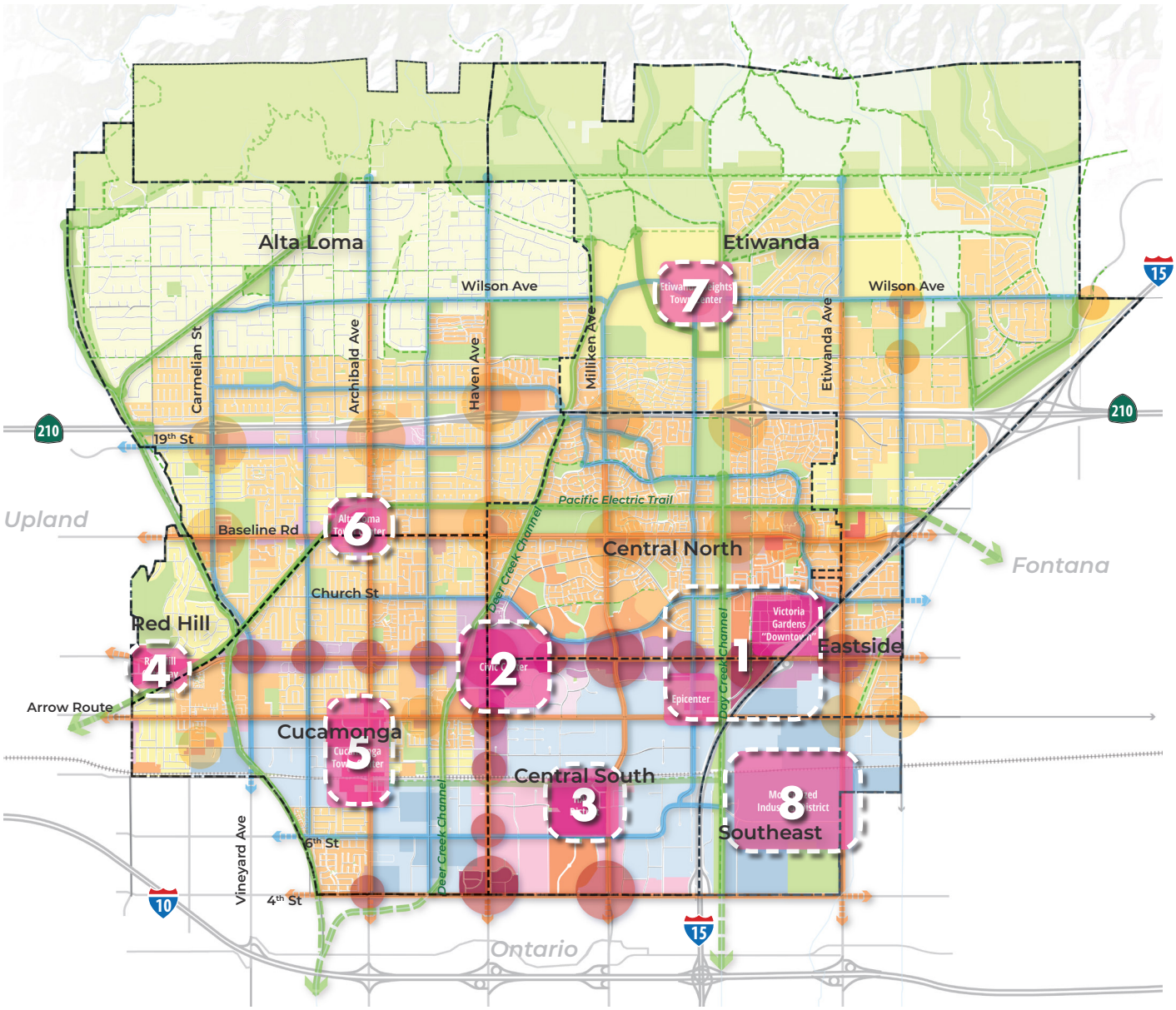


FOCUS AREAS ARE..

specific parts of the city where the vision indicates focused change. The potential value of coordinated private and public investment in these areas is especially high, and near-term improvement is supported by a broad cross section of the community. A higher level of detail, illustration, and strategic recommendations for the Focus Areas are provided in this chapter to prioritize these areas to help "jump-start" implementation of this Plan. Each Focus Area reflects the context, goals and policies of their respective Community Planning Areas and the mix of General Plan Designations within it. All recommendations herein are a statement of City policy that guide public and private investment for the following eight Focus Areas:

- **Focus Area 1:** Downtown Rancho Cucamonga (Victoria Gardens & Epicenter)
- **Focus Area 2:** Civic Center
- **Focus Area 3:** HART District
- **Focus Area 4:** Red Hill Gateway
- **Focus Area 5:** Cucamonga Town Center
- **Focus Area 6:** Alta Loma Town Center
- **Focus Area 7:** Etiwanda Heights Town Center
- **Focus Area 8:** Southeast Industrial Area

FIGURE FA-1 FOCUS AREAS MAP



COMMUNITY ACTIVITY NODES

- Neighborhood Activity Node
- Corridor Activity Node
- Focus Areas

MOBILITY CORRIDORS

- Transit Priority Street
- Bicycle Priority Street
- Trail Network

Note: *See Figure LC-3 Land Plan for General Plan Designations*



FOCUS AREA 1: DOWNTOWN RANCHO CUCAMONGA

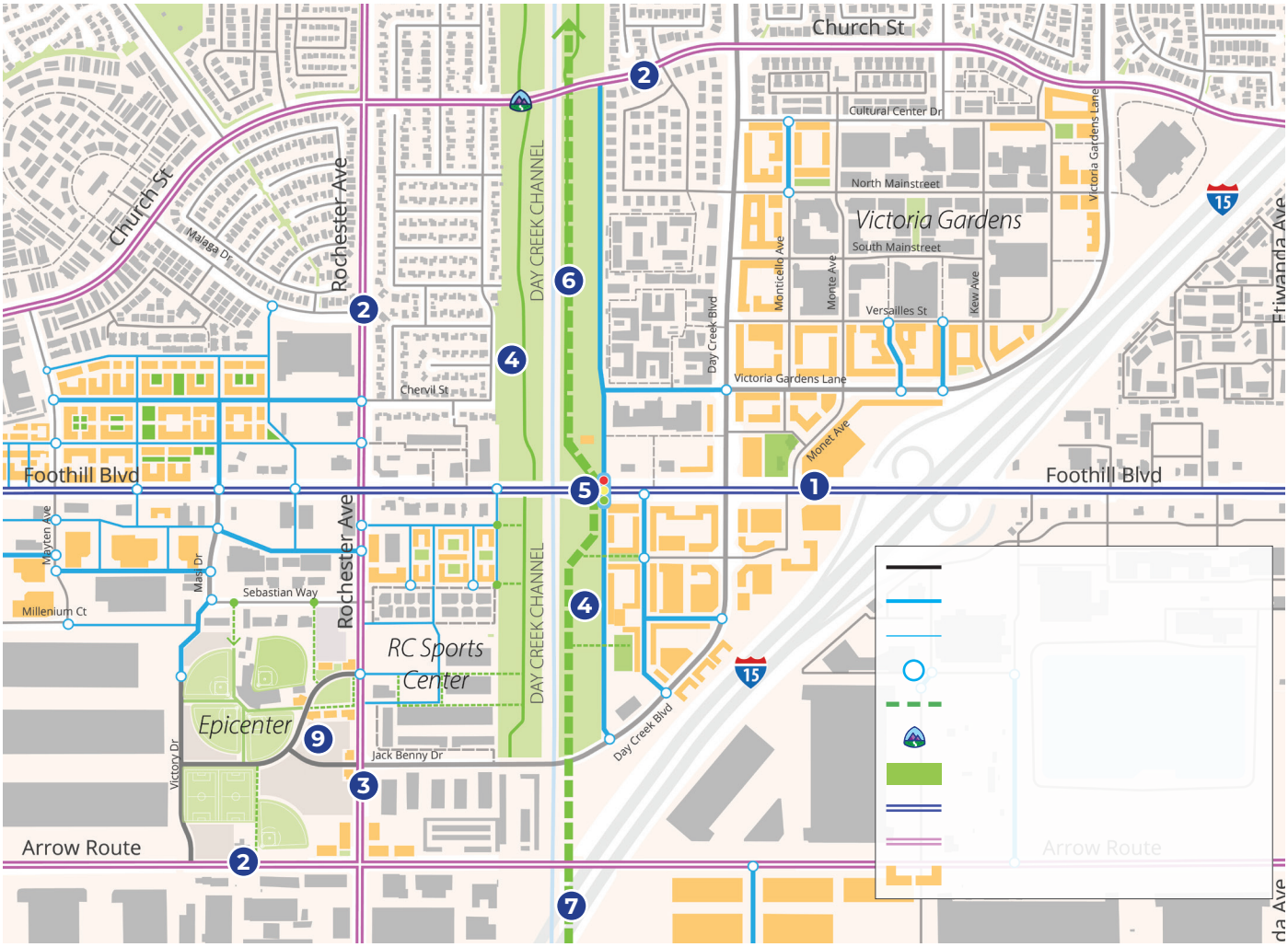
Focus Area 1 illustrates the potential of the area around Victoria Gardens and the Epicenter to become the "real downtown" of Rancho Cucamonga. It is intended to show how walkable block patterns can be inserted within the large parking surfaces of Victoria Gardens and other commercial centers and underutilized parcels, and how these new blocks can support higher intensity development to generate significant new value for property owners and the community.

This Focus Area also illustrates how Foothill Boulevard can become a connector—rather than the divider—between the north and south sides of the corridor generating a very walkable, bikeable, and transit accessible City Center environment while continuing to accommodate vehicular traffic. Existing and new housing in this area will thus be very well connected to new employment along and south of Foothill Boulevard with a wide choice of travel modes.

Key Priorities for Strategic Implementation

- **Victoria Gardens "Downtown."** Complete the Victoria Gardens community by creating an expanded network of pedestrian-oriented streets, walkable blocks and beautiful, comfortable public gathering spaces and high intensity mixed-use development to create a "real downtown" for the City of Rancho Cucamonga.
- **City Center Mixed-Use Development.** Infill current areas of low-density development and large surface parking lots with a diverse mix of housing and nonresidential uses and activities, such as retail, office, and entertainment.
- **Victoria "Community Gardens" and Open Space.** Work with Southern California Edison and the San Bernardino County Flood Control district to improve the large open spaces along Day Creek Channel as a downtown park. This recreational open space should be conveniently accessible by walking and biking from adjacent neighborhoods and connect to a multipurpose trail along Day Creek Channel that also connects to the Pacific Electric Trail.
- **Complete Green Network.** Expand the citywide green network with a multipurpose trail along the Day Creek Channel and other pedestrian/bike connections to the north and south.

FIGURE FA-2 FOCUS AREA 1: DOWNTOWN RANCHO CUCAMONGA



** Diagram is shown for illustrative purposes only.*

1. Improve Foothill Boulevard from a highway to a city center boulevard, integrating and prioritizing human activity, active transportation and transit.
2. Improve Church Street, Arrow Route and Rochester Avenue with buffered bike lanes.
3. Consider lane reductions on Rochester from 5 to 3 lanes to accommodate bikes. Rochester Avenue is an important connection from the Cucamonga Station to the foothills.
4. Create a large usable open space activities and services such as community gardens.
5. Create new crossing and signal for Day Creek Channel trail and Park Drive.
6. Create connections via trails along Day Creek Channel to Etiwanda Heights and along 8th Street to Cucamonga Town Center south of the Cucamonga Station tracks under the future High Speed Rail.
7. Extend trail and pedestrian connections under I-15 south to the industrial districts.
8. Integrate mixed-use infill development within “parking blocks” of Victoria Gardens extending over time south of Foothill as well.
9. Create Epicenter branding at entrances along Rochester and activate the street and park with infill buildings and streetscape improvements, including banners, signage and landscaping.



Public plazas and parks provide premium addresses for new buildings



Active ground floors fronting Foothill Blvd.



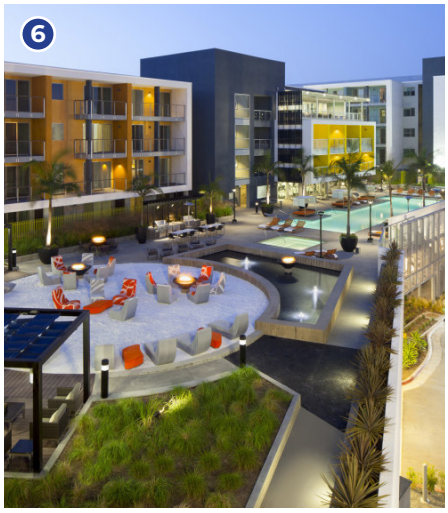
Recreational open space in large easement



Large community garden



Frontage lanes with parking enable shops to face Foothill Blvd.



Semi-private courts, roof terraces, and amenities for urban housing



This illustrative sketch shows how infill and intensification of Victoria Gardens and the transformation of the Foothill Corridor can create a "downtown" for Rancho Cucamonga that is accessible, walkable, and bikeable to a wide-range of amenities and services.

Key points for the evolution of this area as a downtown environment are as follows:

- Intense infill development and new structured parking is organized within the existing "parking blocks" of Victoria Gardens, as envisioned by the original Victoria Gardens master plan.
- Low density, surface parked development on large lots is reorganized with a finer grain street network and walkable block structure, comfortable human-scale public realm character, and mix of commercial and residential uses in urban buildings.
- Foothill Boulevard is improved to provide wider, more comfortable sidewalks and bike lanes, significant new tree canopy for shade and wind protection, Bus Rapid Transit or streetcar facilities, and curbside parking for visitors and customers of mixed-use development facing Foothill Boulevard.
- The existing wide utility easement evolves into a fine community open space amenity—Victoria Gardens Park—including upgraded trails, shaded play areas, and community gardens.
- Comfortable walking and biking connections in a park-like setting are provided from Victoria Gardens and the new downtown area southwesterly to the Rancho Cucamonga Sports Center and Epicenter, southeasterly to the industrial districts, and northward to Etiwanda and the foothills.



Safe, comfortable crossing for pedestrians and cyclists



Local street with active frontage and wide, flexibly programmable sidewalk



Generous, active, comfortable outdoor space defined by buildings



Mixed-use building with active groundfloor



Buffered bike lane example for local streets



Foothill Boulevard improved with bike lanes and low-speed “side access lanes” for customer and visitor parking in safe, comfortable pedestrian environment.



Human-scale, pedestrian-oriented frontage



All-mode environment along Foothill Blvd.

Key points for the transformation of Foothill Corridor from a suburban arterial and historic highway to an active, city center boulevard environment are as follows:

- Curbside parking is introduced along both sides—in some cases in side access lanes—to enable visitors and customers to park in front of new mixed-use infill buildings.
- Taller buildings and significant numbers of large canopy trees are integrated along Foothill Boulevard to clearly define the corridor as a significant community open space and important focal point of community life and activity.
- High quality transit system(s) is provided along Foothill Boulevard to support—and be supported by—a human-scale, transit-oriented and very active corridor environment as envisioned through the 2020 PlanRC engagement.
- Building uses are quite flexible—including retail, office, housing, civic/community, etc.—both at the time of initial construction and over time to meet evolving market conditions and community needs.





Active uses in parks and liner buildings infuse life into the evening



Pedestrian-oriented “gateways”





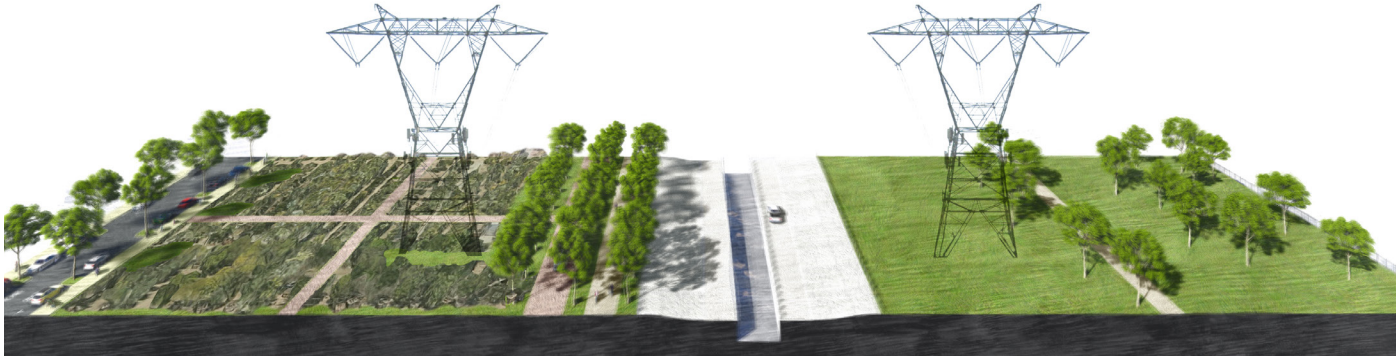
Banners, signage, and landscaping can create a sense of arrival and branding for the Epicenter







Parks multifunction as play areas and gathering spaces next to the stadium



Day Creek Channel improved as Victoria Gardens Park, with multipurpose trail and public open space



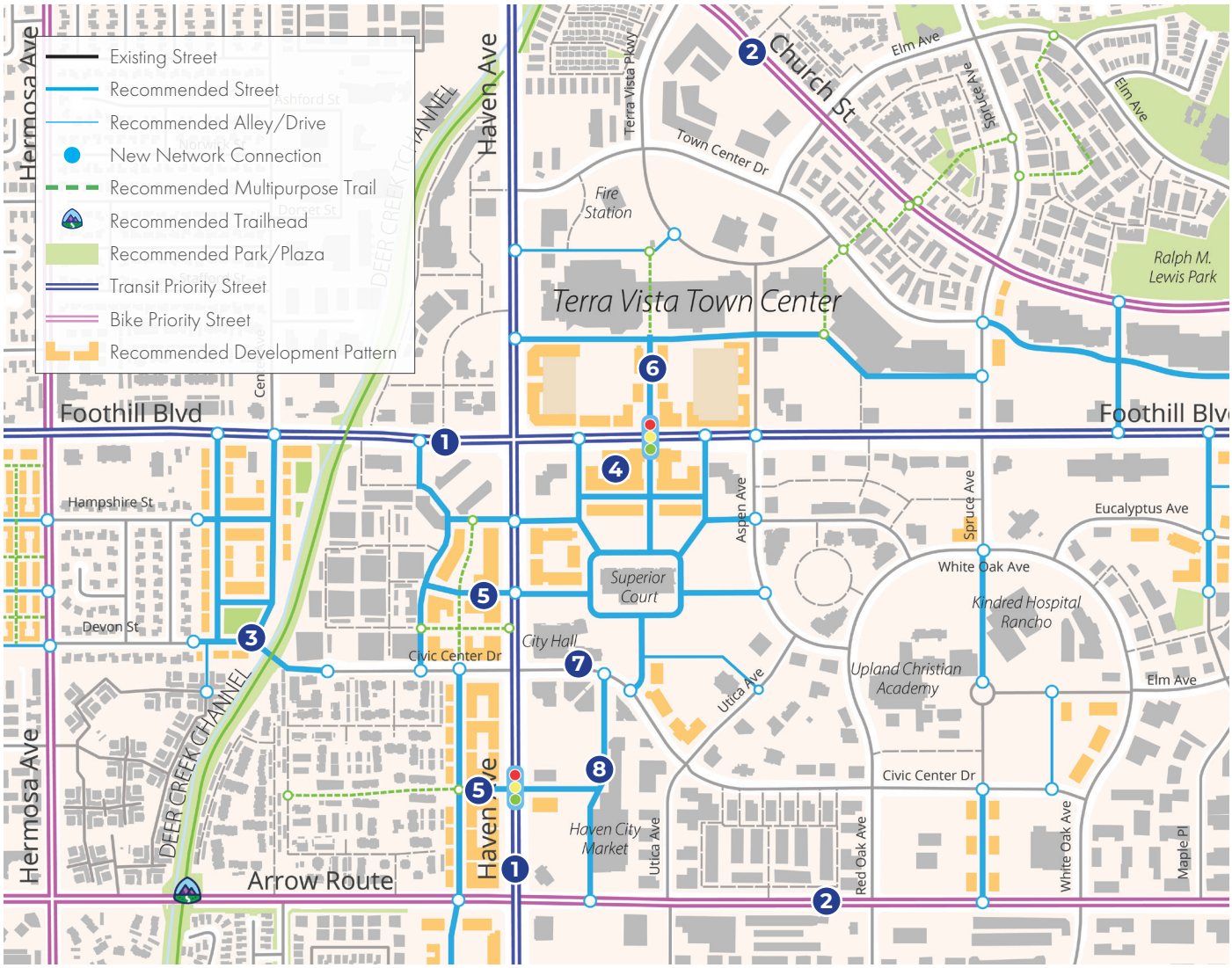
FOCUS AREA 2: CIVIC CENTER

Focus Area 2 illustrates the potential of the area around the intersection of Foothill Boulevard and Haven Avenue to become the active, mixed-use civic heart of Rancho Cucamonga. Foothill Boulevard and Haven Avenue will become primary boulevards, transformed from separators to connectors between the neighborhoods, centers and districts on either side of these corridors. This Focus Area also shows how walkable block patterns and pedestrian networks can be extended into large undeveloped parcels, and throughout the parking lots of the City/County Civic Center and adjoining commercial centers to generate a high quality walkable public realm framework that can support more intense, active, mixed-use, transit-oriented infill development at the center of the city. It can also add significant new value to existing lower intensity development by providing more access for more people by more modes.

Key Priorities for Strategic Implementation

- **Transit-Oriented Corridors.** Improve the pedestrian environments on all streets, integrate high quality bus rapid transit and/or rail transit into Transit Priority Streets, and extend active mode connectivity into adjoining neighborhoods and districts. Improvements include comfortable, wide, shaded sidewalks and more closely spaced signalized intersections with safe, comfortable pedestrian crosswalks.
- **Mixed-Use Infill.** Prioritize key parcels for mixed-use infill development, especially those that are vacant or have large, underutilized surface parking areas. Infill buildings must have active ground floor frontages—whether retail, residential or office—and parking should be well-screened from public views within the blocks.
- **Connected Streets.** Improve connectivity for bikes, pedestrians, and cars to this center of our City's civic services and activities by extending Civic Center Drive to the west, bridging over the Deer Creek Channel and connecting through a new neighborhood to Foothill Boulevard and to Hermosa Avenue via Devon Street.
- **Complete Pedestrian Network and Environment.** Reorganize large blocks with pedestrian-oriented street networks to ensure walkable block sizes, especially within the existing City/County Civic Center complex. Extend the pedestrian network eastward through existing commercial development to Spruce Avenue and southward to Arrow Route.
- **Multipurpose Trail Network.** Create new trailhead connections to the Deer Creek Corridor—both south and north of Foothill Boulevard—to provide multi-use trail access between the Civic Center area and neighborhoods to the north and south and connecting to the Pacific Electric Trail.

FIGURE FA-3 FOCUS AREA 2: CIVIC CENTER

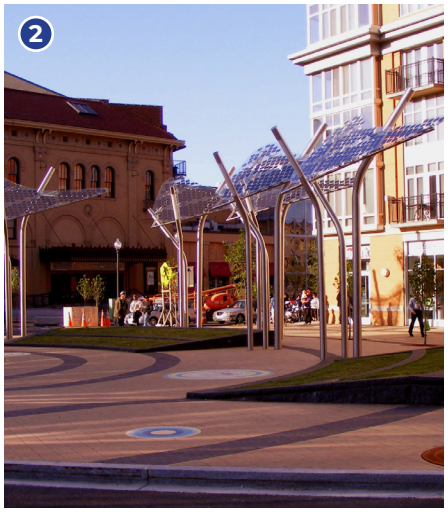


** Diagram is shown for illustrative purposes only.*

1. Improve Foothill Boulevard and Haven Avenue to prioritize human activity, active transportation and transit.
2. Improve Church Street, Arrow Route, and Hermosa Avenue with buffered bike lanes.
3. Create new park with access to multipurpose trail along Deer Creek Channel and extend Devon Street to connect with Civic Center Drive.
4. Infill mixed-use buildings on large surface lots. Buildings fronting Foothill Boulevard should have active ground floor uses and contribute to a pedestrian-friendly environment.
5. Develop vacant lots with mixed-use buildings. New block patterns should extend and complete to the area's network of complete streets.
6. Intensify commercial center to transit-oriented mixed-use development with housing and ground floor commercial.
7. Create plaza space along north side of Civic Center Dr from crosswalk to City Hall stair.
8. Faciliate outdoor dining in front of restaurants.



Outdoor seating and dining in plazas and squares in front of buildings



Shops activate public plaza



Parking structure “lined” with retail uses



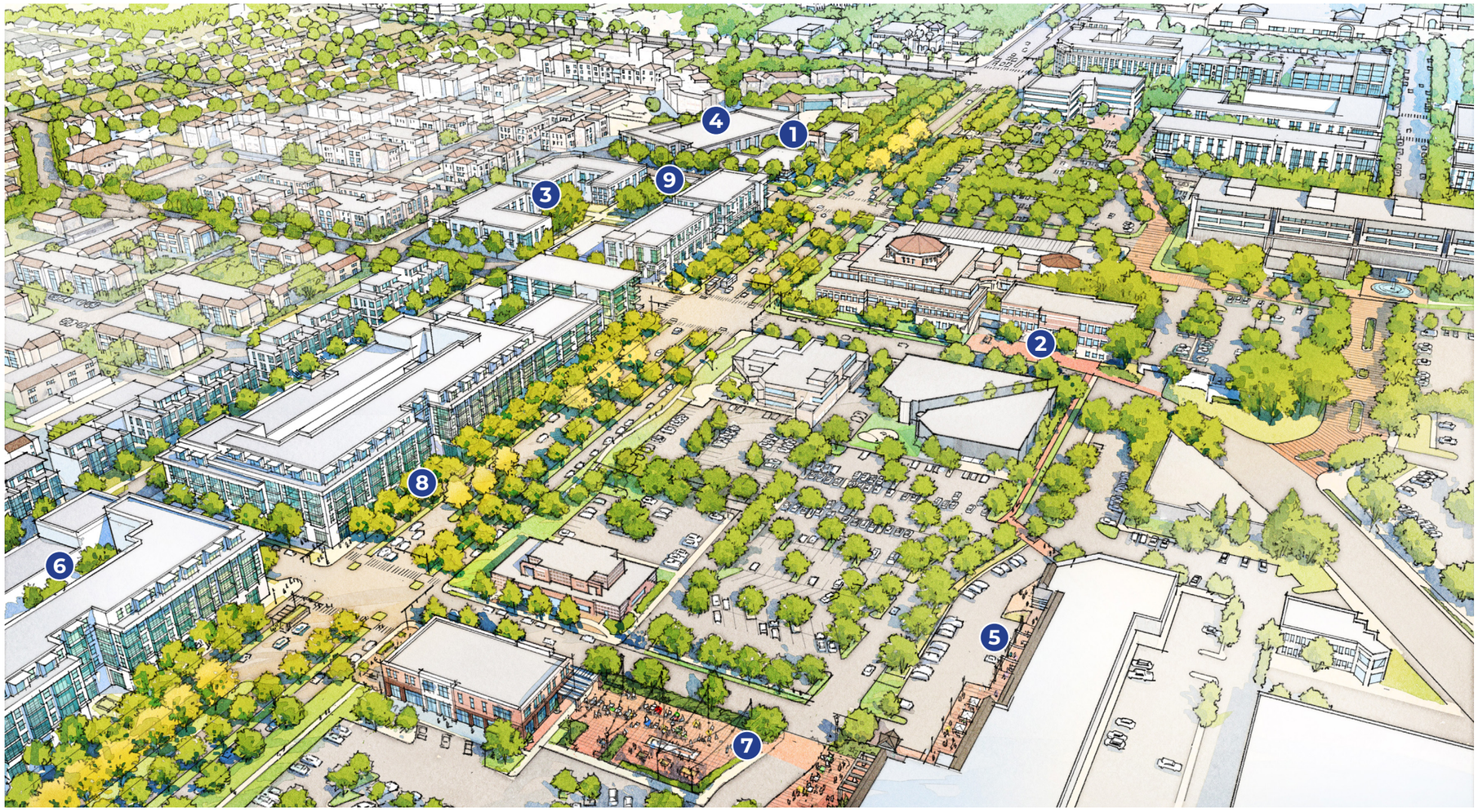
Low-rise parking structure lined with retail



Outdoor seating and dining in shopping center



Semi-private open space within housing complex

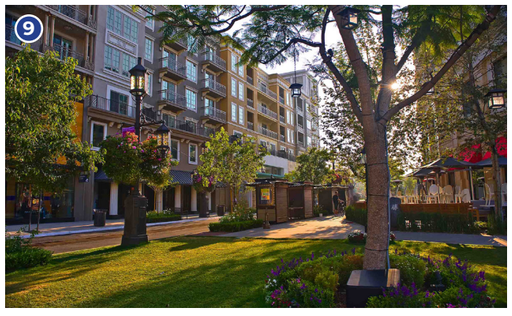




Furnishings make outdoor room in front of retail shops



Side access lane provides curbside visitor and customer parking on major street



Green open spaces bring nature into City Center "outdoor rooms"

This illustrative sketch shows how Haven Avenue evolves into a transit-oriented corridor that accommodates all-modes of transportation and supports mixed-use infill development with active ground floors.

Key points for the evolution of this area as the civic heart of the city are as follows:

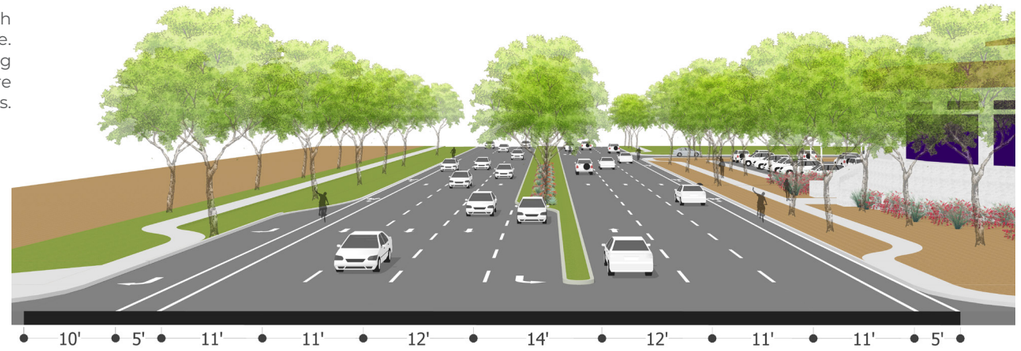
- Haven Avenue transforms from a wide highway-like roadway to a multi-modal boulevard providing new high-quality pedestrian, bicycle and transit facilities while retaining significant automobile traffic capacity.
- Simple improvements, such as the addition of some outdoor dining spaces within small portions of existing parking areas, provide a comfortable pedestrian route from City Hall to Haven City Market. Such improvements could easily be implemented within a year with modest investments.
- New 4- and 5-story mixed-use developments along the west side of Haven Avenue have active frontages and curbside parking enabled by the introduction of new side access lanes
- Civic Center Drive extends to the west via a new bridge over Deer Creek Channel connecting a new neighborhood in the large vacant parcel south of Foothill Boulevard directly into the heart of the Civic Center.
- Relatively simple paving and landscape improvements provide enhanced pedestrian environments from the County Courthouse and City Hall up to Foothill Boulevard where a new mixed-use development is currently under design just east of Haven Avenue. A new signalized crossing of Foothill connects directly into Terra Vista Town Center, which may in the future also be updated to a mixed-use center environment.
- Additional pedestrian, bicycle and landscaping improvements create much more walkable and comfortable environments and community gathering place for special events in the areas around City Hall, the County Courthouse, and adjacent parking lots.

This street section illustrates how Haven Avenue may be improved over time to accommodate new development and provide a more comfortable and safer environment for pedestrians, bicyclists and transit users without disrupting automobile traffic flow.

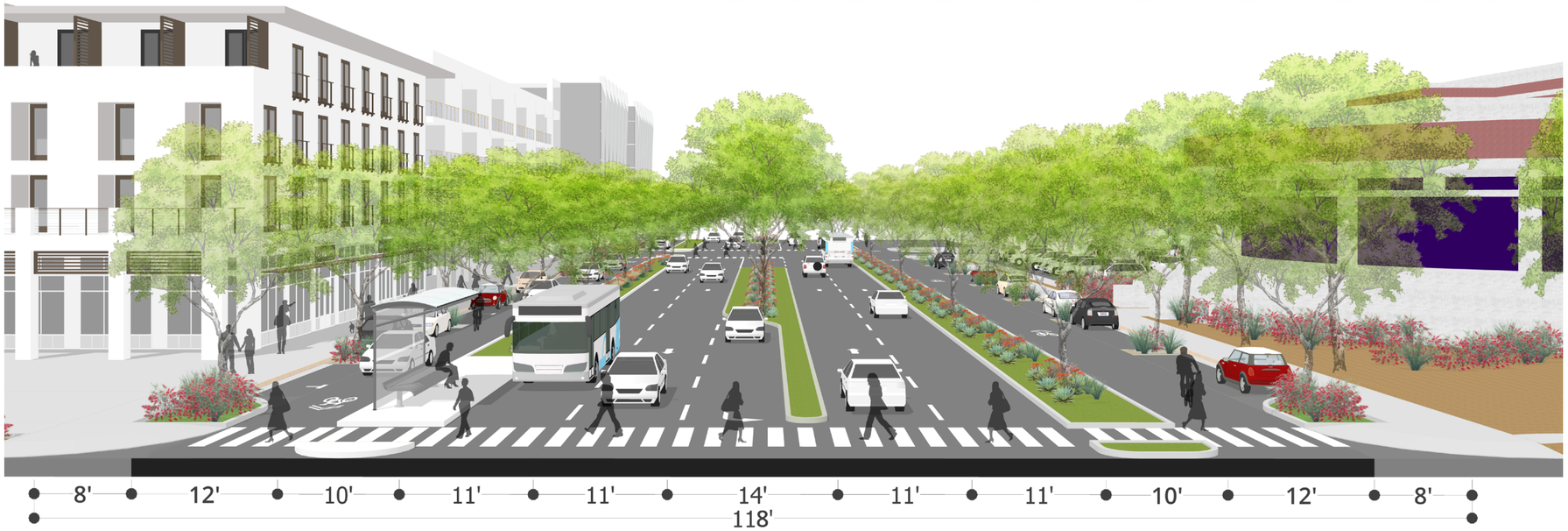
Key points for the improvement and evolution of Haven Avenue are as follows:

- Vehicular speeds and peak hour capacities along Haven Avenue are modestly reduced to achieve the long-envisioned urban character of the Civic Center area and the Haven corridor as a primarily urban office environment.
- Conversion of the outer travel lane to planting strips create high quality public realm environment for pedestrians and bicyclists.
- Existing curbs are “bulbed in” for curbside parking. This provides direct access to active ground floors and enables low speed, one-way vehicular flows in the side access/bike lane.
- Bus Rapid Transit (BRT) stations are integrated into the streetscape design. The illustrations to the right show one of many options.
- New mixed-use buildings are developed along the west side of Haven Avenue between 4th Street and Foothill Boulevard. Additional intensification of use on the east side is also anticipated over time.
- Streetscape improvements to Haven Avenue not only transform the corridor from “a through place” to a “to place” but also improve connectivity to adjacent neighborhoods, such as Cucamonga, centers, and districts.

Existing Condition: 3 travel lanes in each direction and a median with left turn lane. Narrow, unbuffered bike lanes are present along the curb on both sides, and right-turn lanes are provided at selected intersections.



Streetscape Improvements: Expand bike lane to side access lane with bulb-in parking as new mixed use infill development occurs.





Example of bike lane striping near intersection to reduce conflicts.



Retail ground floor uses along side access lane in “multi-way boulevard”.



Public open spaces on corners adjacent to lively uses can activate an entire district or corridor or center.



Foothill Boulevard improved with “bulb-in” parking on one side and a side access lane on the other in front of new mixed-use development



Outdoor dining along wide sidewalks



Transparent shopfronts and strong signage and branding create strong retail presence.



Bus lane outside of frontage lane to reduce stopping time for buses.



Safe intersection for all modes



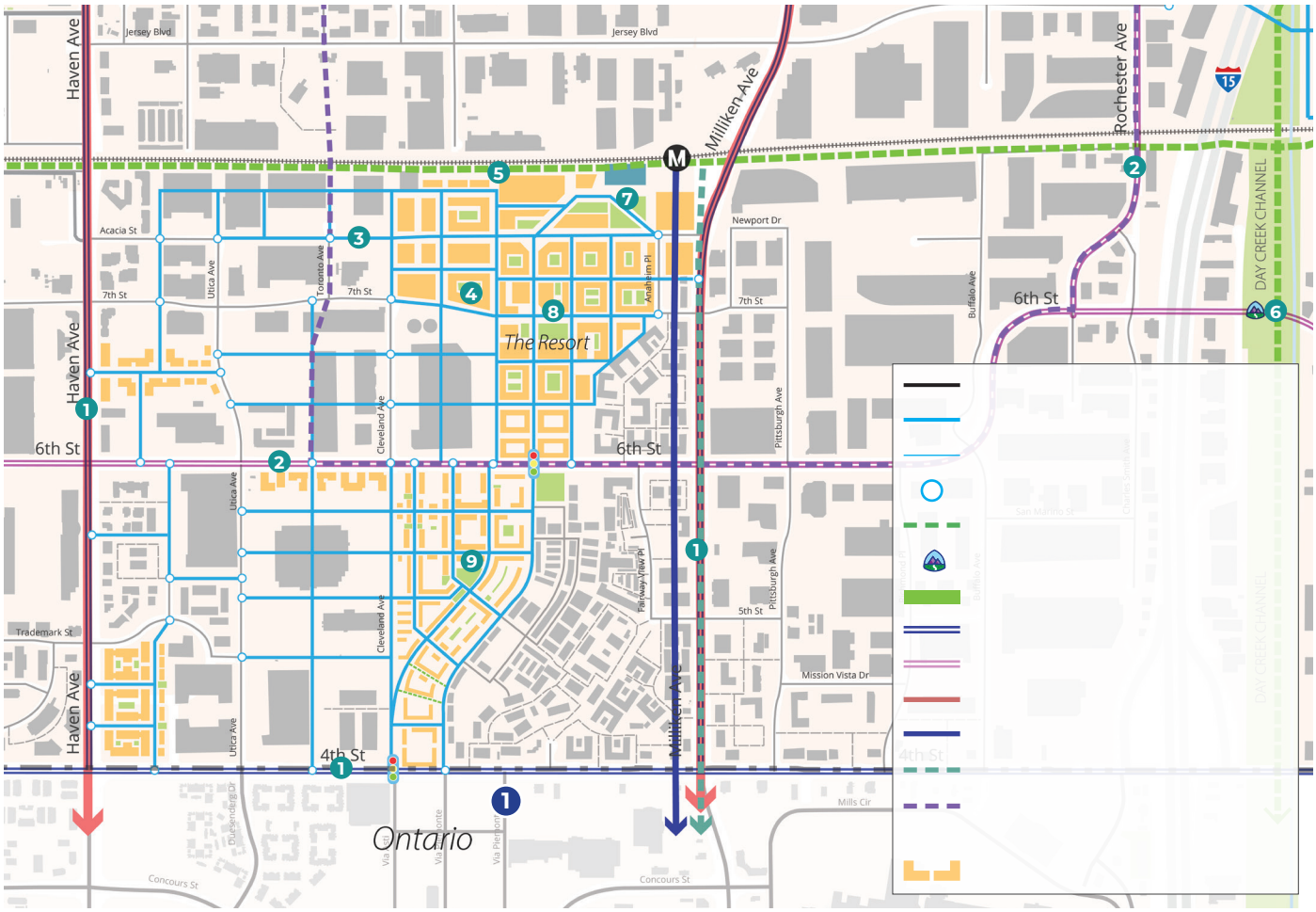
FOCUS AREA 3: HART DISTRICT

This Focus Area illustrates the potential of the HART District to become an intense, mixed-use transit hub of regional significance. With the expected addition of high-speed rail (HSR) and an underground transit link to Ontario International Airport, the environment around the Cucamonga Station is expected to scale upwards significantly with a dynamic mix of housing, employment and supporting commercial development. Accordingly, the City has been working collaboratively with property owners, developers, and transit agencies to ensure unified, mixed-use, transit-oriented City Center and Urban Neighborhood environments, as envisioned by the community through the PlanRC process. As part of the City's ongoing economic development strategy for more and better employment opportunities, the surrounding areas are prioritized as a more intense, diverse, and accessible regional and local employment districts, well-connected by all modes to the growing regional transit hub.

Key Priorities for Strategic Implementation

- **Human-Scale Public Realm.** Systematically, strategically and opportunistically reorganize the existing large block pattern into a fine grain network of streets and open spaces to create an urban fabric of accessible community gathering spaces and active building fronts.
- **Complete Streets.** In addition to implementation of the planned Omnitrans West Valley Connector Bus Rapid Transit (BRT) line, support all-mode mobility to the Station. Improve streets with pedestrian-friendly sidewalks and high-quality bike lanes, especially on Transit and Bike Priority Streets, thereby reducing the need to drive and encouraging walking and biking to the Station to reduce traffic congestion throughout and parking demand at the Station.
- **Multipurpose Trail Connections.** Expand the trail network by creating a new multipurpose trail in the historic 8th Street right-of-way adjacent to the planned HSR line. This will provide a direct link from the Station westward to the Cucamonga Town Center area with a safe, comfortable, 2-mile bike ride or walk, and also eastward to the Day Creek Channel Trail or Etiwanda Avenue to better connect northward to Victoria Gardens and the foothills, and southward to the employment districts in the Southeast Area.
- **Adaptive Reuse of Industrial Properties.** Proactively promote, encourage and enable the repositioning and adaptive reuse of existing industrial properties and structures, where appropriate, to attract and grow new businesses that provide an increasing number and diversity of employment opportunities compatible within a mixed-use, transit-oriented employment district environment.

FIGURE FA-4 FOCUS AREA 3: HART DISTRICT



** Diagram is shown for illustrative purposes only.*

1. Improve Haven Avenue, Milliken Avenue, and 4th Street to prioritize active transportation—walking, biking and transit use.
2. Improve Rochester Avenue and 6th Street with buffered bike lane.
3. Extend Azusa Court to connect with Acacia Street.
4. Extend 7th Street to connect Milliken Avenue to Haven Avenue.
5. Create new 8th Street multipurpose trail connection.
6. Create new trailhead with parking.
7. Develop planned HSR Station with large public plaza.
8. Implement the HSR Master Plan for City Center mixed-use development.
9. Continue implementation of the Resort as an Urban Neighborhood.



Conceptual illustration of intensification in the HART District



Bus connections and comfortable stops



Conceptual illustration of retail street in mixed-use district



Conceptual illustration of Station Plaza and new terminal, with elevated HSR and new multipurpose trail within the historic 8th Street right of way.



BRT Station



Parking structure artfully screened, and shaded with solar panels



Active plaza amidst tall buildings



Courtyard housing



FOCUS AREA 4: RED HILL GATEWAY

Located at the foot of Red Hill on the Foothill corridor, this Focus Area illustrates the potential to develop a unique mixed-use town center and significant "western gateway" to the City at the earliest of the several "original townsites" of Rancho Cucamonga. Built amidst several landmarks of Rancho Cucamonga hearkening back to the original ranchos and historic Route 66, this center will bring many daily and weekly needs and wants within easy reach of residents of Red Hill and Cucamonga, including a wide range of commercial services, civic amenities, and community gathering spaces. New housing opportunities will be available within a comfortable walk or bike ride of this new center. It will also provide a very high-quality location for a new transit stop on Foothill, and a new trailhead on the Cucamonga Creek Trail and Pacific Electric Trail.

Key Priorities for Strategic Implementation

+ **Unique Character Tied to Red Hill and Sycamore Inn.** Create a compact, walkable, and mixed-use gateway center with a small-town scale and character that pays close attention to beautifully integrating and respecting the historic Santa Fe Trail Sycamore Inn and unique Route 66 Magic Lamp and Red Hill Cafe. At a high level, the scale and character of the mixed-use activity centers planned at major cross-roads along Foothill Boulevard is intended to trend from "town scale and character" here at Red Hill on the west end of the corridor, toward an emphatically "city scale and character" at Victoria Gardens "Downtown" center near the east end, and an intermediate scale and character in the Civic Center area at Haven Avenue.
+ **High Quality Active Transportation and Transit Linkages.** Provide access to future Bus Rapid Transit (BRT) and/or streetcar or light rail transit on Foothill Boulevard and pedestrian and bike connections to the Pacific Electric Trail and the Cucamonga Creek Trail. Complete streets improvements are provided from this area into the neighborhoods of Red Hill and Cucamonga as well.
+ **Rethinking the Pacific Electric Trail Parking Lot and Bridge.** Reconfigure the existing trailhead parking lot and access way to the Pacific Electric Trail to integrate it better into the gateway center environment while ensuring adequate parking for visitors and trail users. The existing bridge is visually enhanced as a more appropriate "gateway statement" for the city. Walking, biking and horseback access and connectivity to this trailhead from the westerly portion of the Gateway Center and all surrounding neighborhoods should be prioritized.

FIGURE FA-5 FOCUS AREA 4: RED HILL GATEWAY



** Diagram is shown for illustrative purposes only.*

1. Develop a new, mixed-use neighborhood with retail fronting a new side access (frontage) lane along Foothill Boulevard, and neighborhood-scale housing arranged around a central neighborhood green.
2. Provide a new side access (frontage) lane along Foothill Boulevard for improved street frontage and access to new commercial development.
3. Realign Red Hill Country Club Drive at new, signalized intersection to provide a new street connection and address for future infill development south of Foothill Boulevard.
4. Create a new neighborhood green at San Bernardino Road and Red Hill Country Club Drive.
5. Preserve Sycamore Inn and explore opportunities to improve access and create a stronger presence on Foothill Boulevard with an entry plaza or green.
6. Improve Foothill Boulevard to prioritize transit and active transportation.



Vision for Foothill Boulevard entering into Rancho Cucamonga from the west. Streetscape improvements include widened sidewalks and a class IV cycle track on the south side of the street(right). A side access lane with curbside parking and wide sidewalks provide access to new mixed-use infill buildings to the north (left).



Access to the Pacific Electric Trail is provided via several new trailhead/trail connections in Red Hill.



New neighborhood-serving parks and plazas, as well as some streets, can be programmable spaces for a variety of activities.



Streetscape and landscape reflect the historic character of Red Hill.



Design character of new Red Hill neighborhoods south of the Red Hill Country Club

This drawing illustrates the potential for unified streetscape improvements to Foothill Boulevard and infill development at the western gateway to Rancho Cucamonga at Red Hill.

Key points to generate a vibrant new community activity center for western Rancho Cucamonga as follows:

- A new mixed-use center and small neighborhood is developed at the foot of Red Hill. New neighborhoods include a mix of single-family detached, single-family attached, and town-scale multifamily housing types, to provide a range of housing choices in a very high-quality traditional neighborhood and center environment.
- New “town-scale” mixed-use buildings front the north side of Foothill Boulevard, with a new side access lane in front for curbside customer parking.
- A new neighborhood park is provided, which could take the form of a single larger park and/or multiple smaller parks and greens.
- Red Hill Country Club Drive is realigned to create a safer and more functional intersection with Foothill Boulevard and extends southward to a small new park at San Bernardino Road. The abandoned segment of that street provides parking areas behind new buildings fronting Foothill.
- Historic Route 66 establishments - including the Sycamore Inn, Magic Lamp, and Red Hill Cafe - are preserved and enhanced by new streetscape improvements to Foothill Boulevard.
- A new two-way cycle track is provided along the south side of Foothill Boulevard in this segment, connecting to the Pacific Electric Trail.





Pocket neighborhoods



Neighborhood homes fronting shared greens



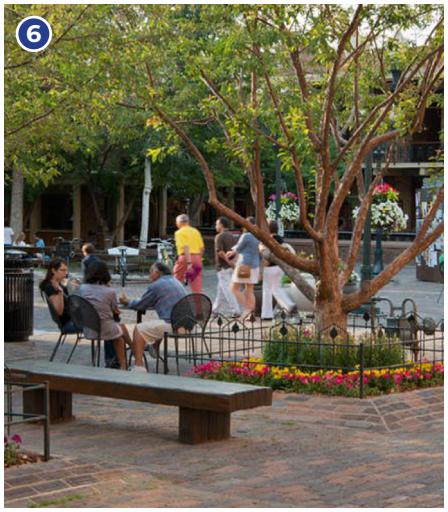
Active outdoor spaces fronting new and adaptively re-used buildings on Foothill.



Town-scale retail shops along side access lane on north side of Foothill



Neighborhood Park



A new neighborhood park/plaza for the neighborhood south of Foothill.



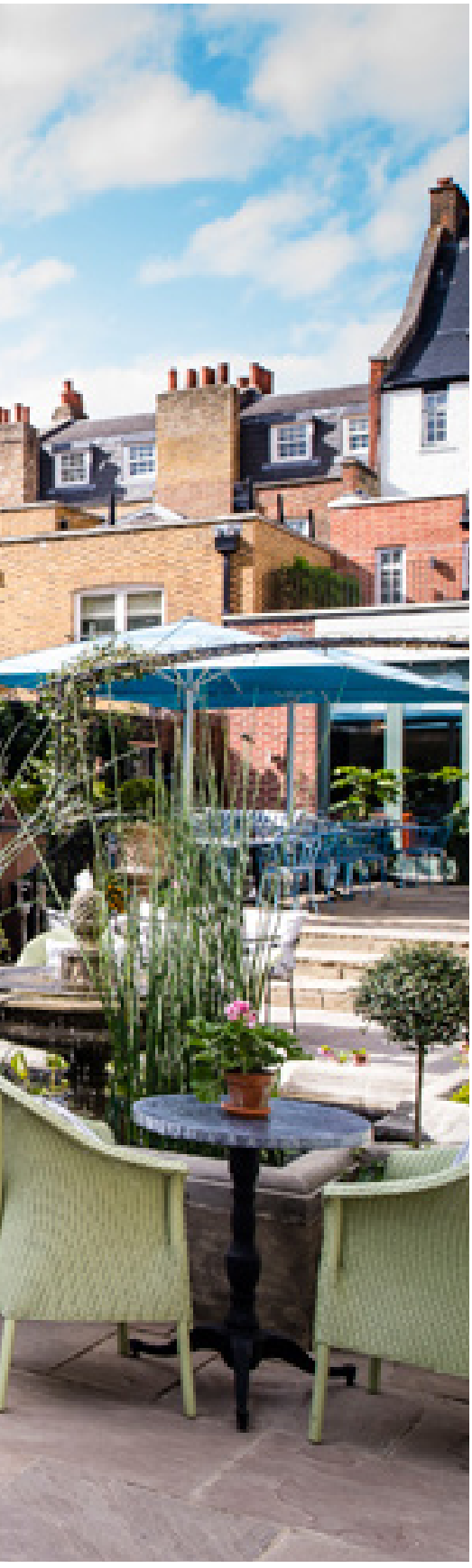
Historic Sycamore Inn to be carefully preserved and better-connected to Foothill.



Iconic Magic Lamp Inn is better connected to Foothill Boulevard with streetscape improvements and new customer parking,



Rancho Cucamonga Gateway Sign on the Pacific Electric Trail Crossing of Foothill Boulevard.



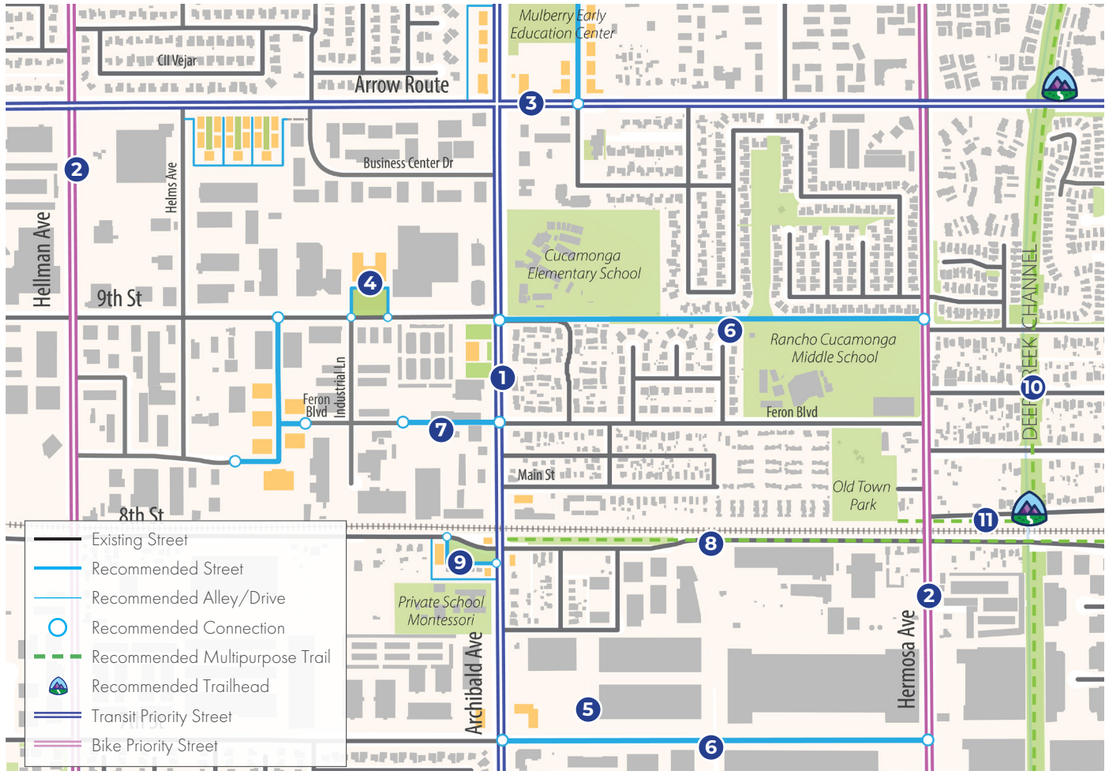
FOCUS AREA 5: CUCAMONGA TOWN CENTER

The intention of this Focus Area is to provide clear recommendations for how existing properties and projects along Archibald Avenue in Cucamonga may become better connected to one another, establishing a new town center for the residents of Southwest Rancho Cucamonga that can be accessed by foot or bike via an expanded network of neighborhood streets and trails—in addition to driving. It also provides clear illustrations of ways, both small and large, in which the existing shopping centers and business parks may be improved and connected to evolve them toward more human-scale, comfortable and walkable community gathering places. Targeted improvements to pedestrian and bicycle mobility, street frontage, and public landscape can incrementally transform this area into a much safer, more attractive activity center for Cucamonga.

Key Priorities for Strategic Implementation

- **Archibald "Main Street."** Improve Archibald Avenue as a "main street" environment to connect the existing concentration of commercial and civic amenities with pedestrian-friendly streets and more comfortable bike lanes.
- **Cucamonga Town Square.** Explore the possibility of reassigning portions of existing parking lots for outdoor dining and public gathering spaces to create a lively activity center—Cucamonga Town Square—as a focal point on 9th Street.
- **Improved Connectivity.** Extend 7th Street, 9th Street, and Feron Boulevard to create a more complete street network that improves connectivity and access to and from the Town Center to neighboring destinations.
- **8th Street Trail.** Create a new multipurpose trail along the 8th Street right-of-way on the south edge of the Metrolink/BNSF railroad. This trail will provide direct connection to the Cucamonga Station. Create a small park at Archibald Avenue with potential to extend further west to Grove and connect to the Pacific Electric Trail.
- **Tactical and Permanent Improvements.** Employ simple façade, lighting and landscaping enhancements to underutilized parking lots and buildings for outdoor dining and community activities.
- **Town Center Management.** Intentionally manage improvements in the Town Center area, possibly through a public/private partnership between the City and local businesses and property owners. Management priorities would include managing shared parking facilities, coordinating streetscape and site improvements, planning and promoting special events, and managing complete or partial street closures related to special events.

FIGURE FA-6 FOCUS AREA 5: CUCAMONGA TOWN CENTER



** Diagram is shown for illustrative purposes only.*

1. Improve Archibald Avenue to prioritize active transportation and transit, including streetscape improvements, such as lighting, landscaping, and signage, and striping Class II buffered bike lanes in both directions.
2. Improve Hellman Avenue and Hermosa Avenue with buffered bike lanes.
3. Prioritize bike and pedestrian activity along segments of Arrow Route through Cucamonga Town Center and residential neighborhoods to contribute to and maintain the character of these areas.
4. Create Cucamonga Town Square on 9th Street as focal point for the Town Center. This could begin by simply adding furnishings and shade structures within a portion of existing parking lots.
5. Explore opportunities for infill and redevelopment.
6. Extend 7th and 9th Street, as a trail or street, to connect Archibald Avenue and Hermosa Avenue.
7. Extend Feron Boulevard, as drive or paseo, to connect to Archibald Avenue.
8. Create a new multipurpose trail along 8th Street right-of-way south of the Metrolink/BNSF railroad connecting Cucamonga Town Center to Cucamonga Station.
9. Create new park—Old Town Park—for 8th Street multipurpose trail.
10. Create a new multipurpose trail along Deer Creek Channel through "Northtown," the original settlement of Cucamonga.
11. Create Humboldt trailhead and trail along the north side of the railroad to Old Town Park.



An outdoor dining court activates a flex-industrial district.



Auto repair shops converted into new uses in a new neighborhood center environment.



Loading bay of a former industrial building-turned-brewery, with additional outdoor dining in a converted portion of the parking lot.



Alley (in Old Town Pasadena) converted into a pedestrian paseo with attractive landscaping and seating for outdoor dining and socializing.

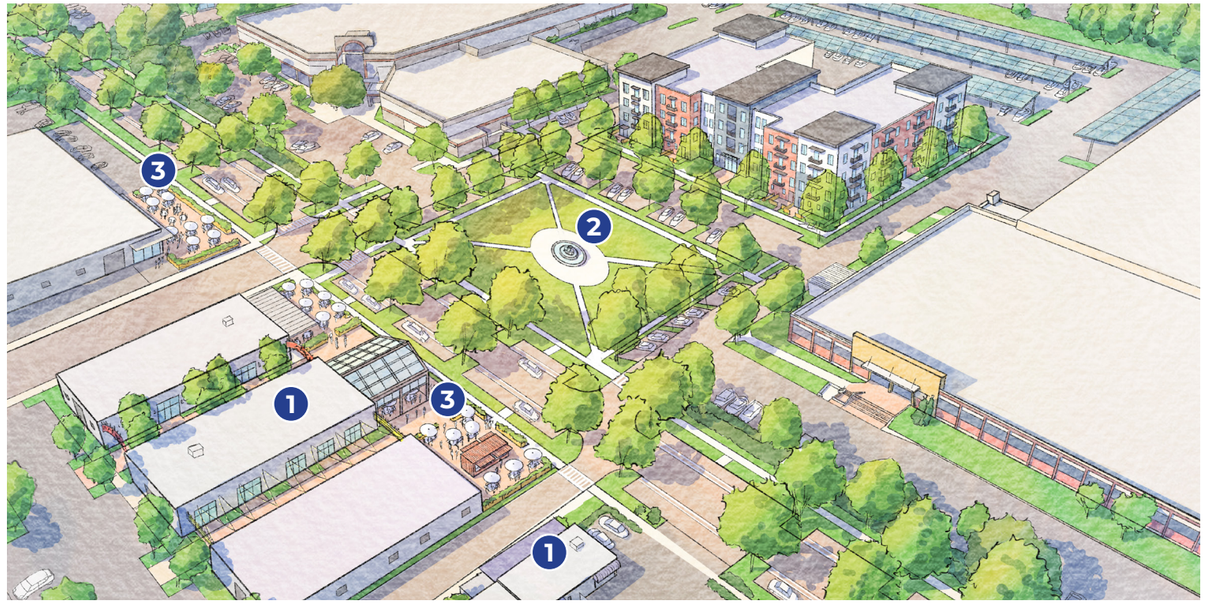




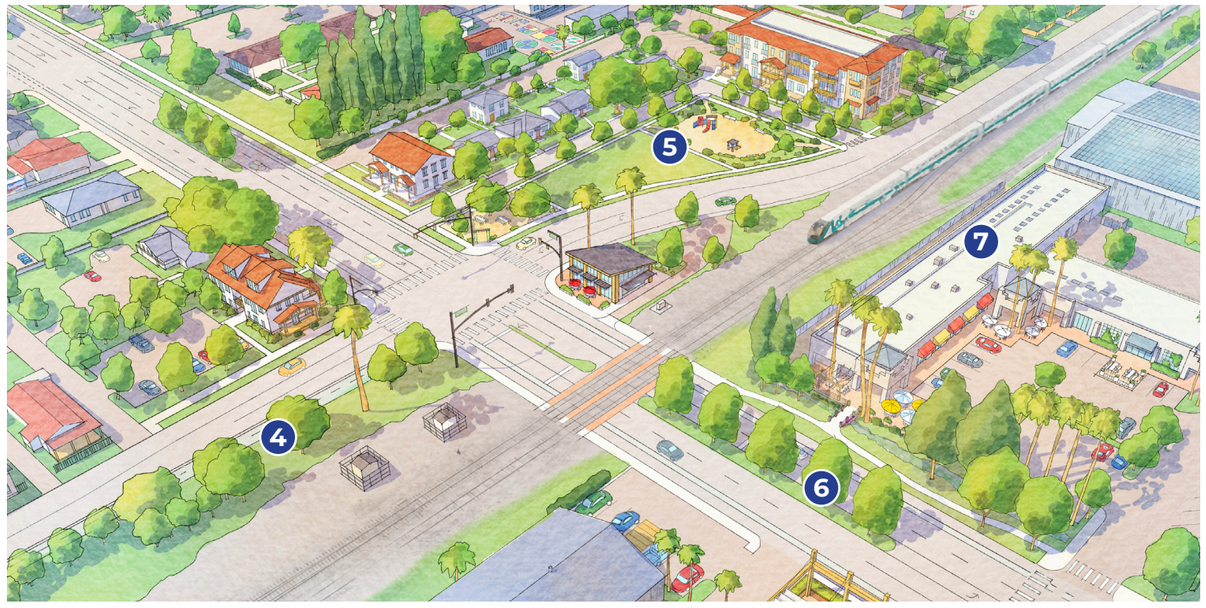
"Tactical Urbanism" - simple retrofits to existing conditions in front of businesses - including "parklets" (lower-left; outdoor dining areas in parking areas in front of businesses) or converting industrial loading bays into dining terraces (lower-right) to create new places for activity.

Key points for the evolution of the Cucamonga Town Center are as follows:

1. A combination of well planned, very simple streetscape, landscape, parking lot, and building improvements infuse the area with a much more inviting, fun, and walkable character.
2. A large, underutilized parking area on 9th street is converted into a new public open space—Cucamonga Town Square—flanked by new infill housing to the north.
3. Tactical and Permanent Improvements. Simple façade, lighting and landscaping enhancements to parking lot spaces of commercial centers create opportunities for new outdoor dining and community activities. Similar improvements can be made to existing industrial buildings that are occupied by food and beverage uses.
4. A multi-use trail is provided along the historic 8th Street right of way—paralleling the Metrolink/BNSF railroad along its south edge—connecting from the Town Center directly into Cucamonga Station, 2 miles to the east.
5. Vacant land is improved to provide a small neighborhood green fronted by new and existing housing at the junction of the 8th Street Trail and Archibald Avenue.
6. Modest restriping improvements create wider and safer bike lanes on Archibald Avenue with no decreases in traffic capacity. Wider, shadier walkways are provided along the west side of Archibald Avenue from 8th Street to Arrow Route.
7. New outdoor dining areas are added within small portions of existing large parking lots and/or within landscaped areas of eateries in existing shopping centers or along major streets.



This illustrative sketch presents a vision for Cucamonga Town Center on 9th Street that includes streetscape improvements such as adding parking lane planters, lighting, signage and furnishings, "tactical" frontage improvements to industrial properties to accommodate new, active uses, and infill housing fronting a new public open space.



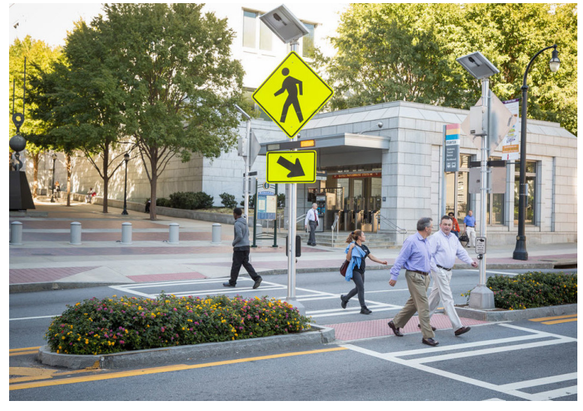
This illustrative sketch presents a vision of a neighborhood green (fronted by new and existing housing) at the terminus of a new 8th Street trail connecting Cucamonga Town Center to Cucamonga Station, 2-miles to the east. Improvements to Archibald Avenue in this area include buffered bike lanes and landscaped medians.



Outdoor sidewalk dining accommodated by simple furnishings



Industrial buildings converted into shops and restaurants



Streetscape improvements, including landscaped medians and enhanced pedestrian crossings



Outdoor dining fronting the street



Adaptive re-use of a former industrial building into an eatery



Active ground-floor frontages that create seamless indoor/ outdoor space



Pedestrian street/paseo with ample seating and landscaping functions as an outdoor room



Creative landscaping framing an outdoor dining area



Local street improvements for greater bikability and walkability



FOCUS AREA 6: ALTA LOMA TOWN CENTER

Focus Area 6 illustrates the potential for Rancho Cucamonga's first and only "small town main street" to anchor a unique mixed-use town center at the junction of the Alta Loma and Cucamonga Planning Communities taking advantage of existing connections, especially via the Pacific Electric Trail.

The Alta Loma Town Center will be a highly active and attractive community activity center reflective of traditional development patterns. Existing shopping centers and streets are improved to create more human-scale, comfortable and walkable community gathering places. Strategic infill of new commercial and residential development responds to shifting market conditions. Connectivity and walkability improvements are provided so that residents from surrounding neighborhoods may walk, bike or ride a horse to existing and future commercial amenities.

Key Priorities for Strategic Implementation

- **Historic Traditional Town Center.** Weave together the new urban fabric with remnants of the historic Old Town Alta Loma to create a walkable, human-scaled, traditional mixed-use center for the City. Adjacent neighborhoods should also integrate traditional development patterns to provide a consistent and compatible environment.
- **Amethyst "Main Street."** Reinstate Amethyst Avenue as a mixed-use "main street" by enhancing its sense of place with active ground floor uses, such as outdoor dining, and inviting frontages with clear view into shops. Improve the pedestrian environment by adding new street trees along parking lanes and encourage other opportunistic public and private landscape improvements.
- **Packing House District.** Transform the historic Alta Loma Packing House to be adaptively reused as a market hall of fresh foods and eateries, and to become a significant anchor for the Alta Loma Town Center. Create a new neighborhood park at Roberds Street and Baseline Road to accommodate a variety of community activities.
- **Shared Parking.** Organize parking sharing arrangements to enable more and higher quality active "town center" uses without devoting excessive and important land areas and budgets to parking facilities. Shared parking should comprehensively include on-street parking, public and private parking lots and facilities, and consider differing peak parking demands of participating businesses and uses throughout the day or week.
- **Shopping Center Improvements and Infill.** Improve and activate existing shopping centers with temporary tactical or permanent enhancements within existing parking lots and along existing building fronts.

FIGURE FA-7 FOCUS AREA 6: ALTA LOMA TOWN CENTER



** Diagram is shown for illustrative purposes only.*

1. Creatively re-use the historic Packing House and provide a new community open space at Roberds Street and Base Line Road.
2. Improve Amethyst Avenue for the comfort and safety of pedestrians. Active uses and building fronts should contribute to creating a "main street" environment.
3. Improve Baseline Road and Archibald Avenue to prioritize active transportation and transit.
4. Improve Hellman Avenue with buffered bike lanes.
5. Create a unique "town center park" and trailhead in coordination with Cucamonga Valley Water District.
6. Create shared parking for the Town Center and access to Pacific Electric Trail.
7. Enhance building fronts of existing shopping centers to accommodate arcades with outdoor seating and dining.
8. Take advantage of opportunities for neighborhood-scale infill in a variety of forms.



Archibald Avenue improved with median and bike lanes

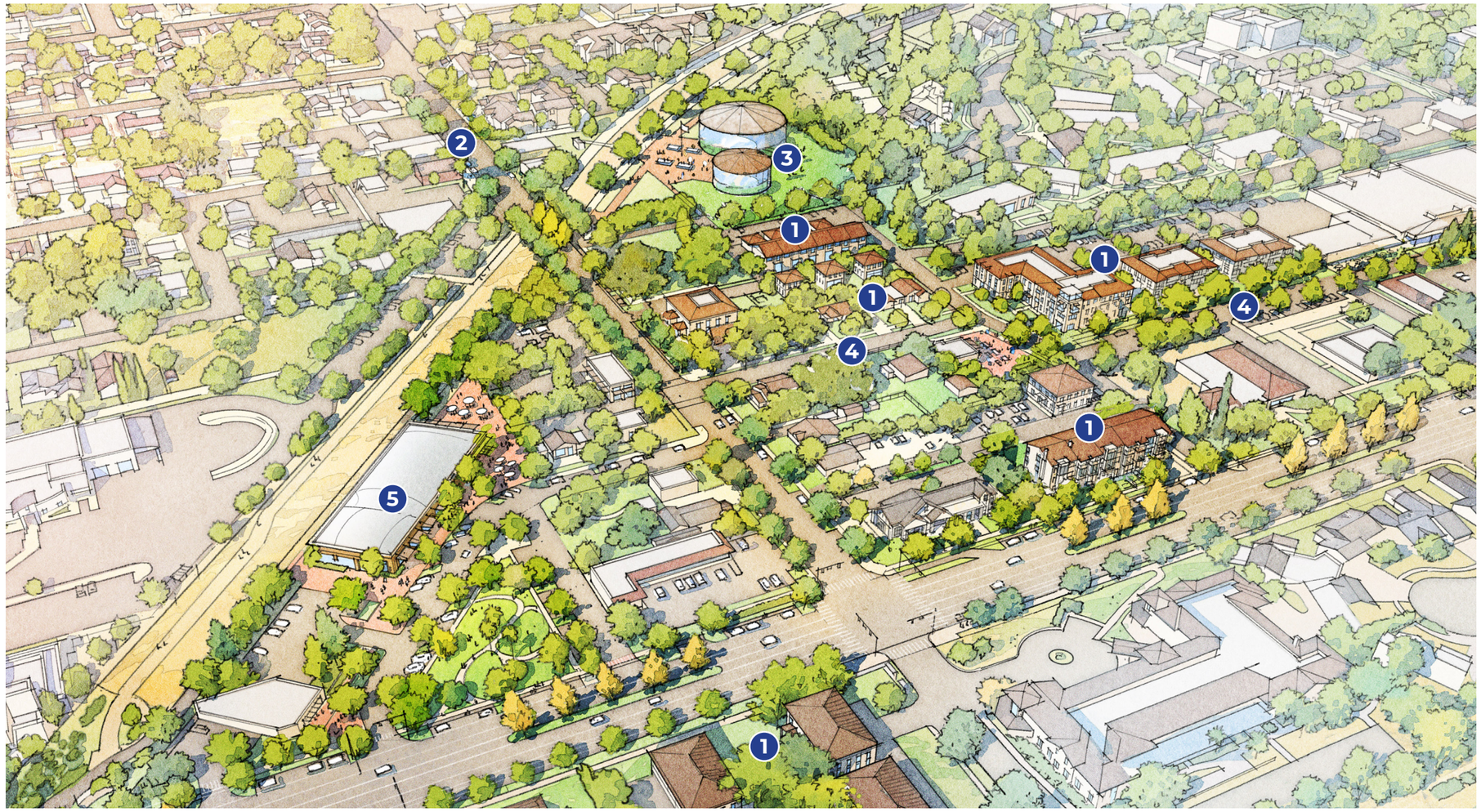


Baseline Road improved with median and bike lanes

This illustrative sketch shows the evolution of the center of the original Alta Loma settlement into a thriving Town Center adjacent to the Pacific Electric Trail.

Key points for the evolution of Alta Loma Town Center into a pedestrian-friendly environment with a mix of active uses and services are as follows:

1. Extension of Roberds Street—and possibly a new north-south street parallel to and east of Amethyst Avenue—provides improved connection between the historic retail businesses and the newer shopping centers and opportunities for infill housing in the Town Center.
2. The historic Alta Loma "main street" on Amethyst Avenue—where the Alta Loma Pacific Electric Rail ("Red Car") station was located—is enhanced with simple streetscape improvements, such as street tree plantings, to create a renewed sense of place.
3. The existing trailhead is expanded into a community park at the intersection of the Pacific Electric Trail and Amethyst Avenue. The tanks have potential to be a unique landmark with murals or other public art.
4. New outdoor dining and community activity spaces in existing parking lots, new development, and historic buildings are created to infuse this area with new life.
5. The historic Alta Loma Packing House is creatively reused as a market hall of fresh foods and eateries with outdoor dining patios overlooking the Pacific Electric Trail.









Opportunities for neighborhood-scale infill development in various house forms (including mixed-use) at key locations in the Alta Loma Town Center



Well-known local store located in the historic Alta Loma Market building



Mural on water tank evokes Alta Loma's agricultural heritage





Simple retrofits to existing suburban shopping centers with outdoor seating and dining areas can spur new business types





Conversion of industrial buildings, such as the historic Packing House, into a food hall or public market lined with outdoor dining



FOCUS AREA 7: ETIWANDA HEIGHTS TOWN CENTER

This Focus Area illustrates a new amenity-rich village-scale commercial center at the heart of Etiwanda Heights creating a two-block "main street" environment. At the crossroads of Wilson and Rochester Avenues, small shops, restaurants and service businesses surround Wilson Square, a 2-acre park designed as a day-to-day family play and rest area and flexible venue for community events. Across the street at the north corner of the square is a potential future multipurpose civic building (community center) that is programmed with a wide range of functions for the community.

Key Priorities for Strategic Implementation

- **Community Activity Center for Foothill Neighborhoods.** Facilitate the creation of shops, restaurants and community gathering spaces for the new neighborhoods of Etiwanda Heights as well as those of Alta Loma to the west and Etiwanda to the east.
- **Seamless Integration with Neighborhoods.** Employ "traditional town planning" principles and patterns to plan and design the Town Center as an amenity for immediate residential neighbors as well as the larger community. For instance, the main streets—Wilson Avenue and Rochester Avenue— are not fronted by large parking lots and adjacent housing is not separated from the Town Center by tall walls.
- **Complete Network of Complete Streets.** Complete Wilson Avenue and create a network of new neighborhood streets to improve and distribute traffic in the area. A new school and a neighborhood-serving commercial center located on the new segment of Wilson Avenue will be accessible to many residents in the foothill neighborhoods without the need to drive.
- **Multipurpose Trail Connections.** Improve the Day Creek flood control channel and the adjacent Southern California Edison (SCE) right of way as the City's most significant north-south open space and active transportation corridor that is immediately adjacent to the Etiwanda Heights Town Center. This will provide trail connections from the Town Center south to the Victoria Gardens Downtown, and north into the North Etiwanda Preserve, rural foothill open spaces and trails, and San Bernardino National Forest and the mountains.

FIGURE FA-8 FOCUS AREA 7: ETIWANDA HEIGHTS TOWN CENTER



** This figure is excerpt from the EHNCP and is shown here for illustrative purposes only.*

1. Plan for a potential future community center building that has a large event space with operable openings that face the square.
2. Create a "tabled" street segment (at grade with sidewalks) that connects the potential future community center building to Wilson Square. This segment of the street may be temporarily closed to traffic for special events.
3. Design a hardscaped area of Wilson Square for a variety of community events, such as a farmer's market with tent and table set-ups;
4. Design an outdoor theater with terraced seating carved into the natural inclined topography of the square for community performances and other special events.
5. Install naturalistic play equipment that is rural in character, such as boulders, wooden climbing assemblies, etc.
6. Sidewalk dining: Provide wide sidewalks flanking the square to accommodate outdoor dining for cafés/restaurants.
7. Use gravel/rough stone to distinguish parking apron from the street. This area is suitable for temporary parking and provides necessary street width for emergency services.



Wilson Square is envisioned as a vibrant community center at the heart of the Etiwanda Heights neighborhoods.







Programmable open spaces allow for a wide variety of uses and activities.



Community performances at an outdoor pavilion



Dining terraces that conform to the natural sloping topography Wilson Square and activate the public realm

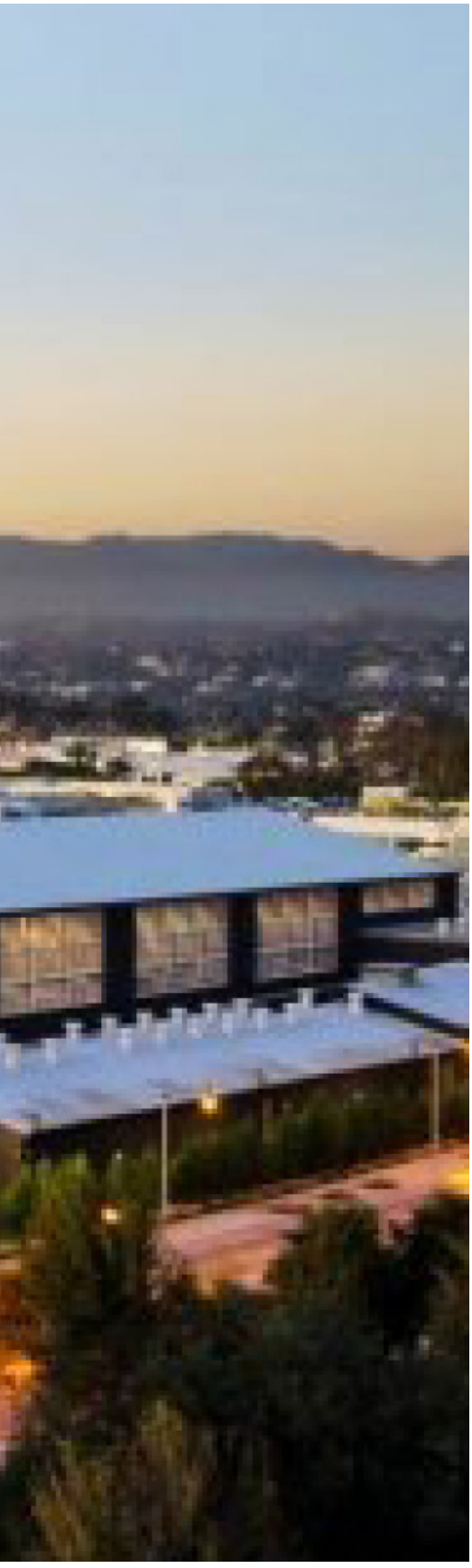


Conceptual illustration of a "main street," such as Wilson Avenue and other streets surrounding the square, with wide sidewalks, active open shopfronts, sidewalk dining, comfortable seating, and bicycle parking.





The design character of shops and restaurants, as well as potential civic buildings, should reflect the rural character of Etiwanda.



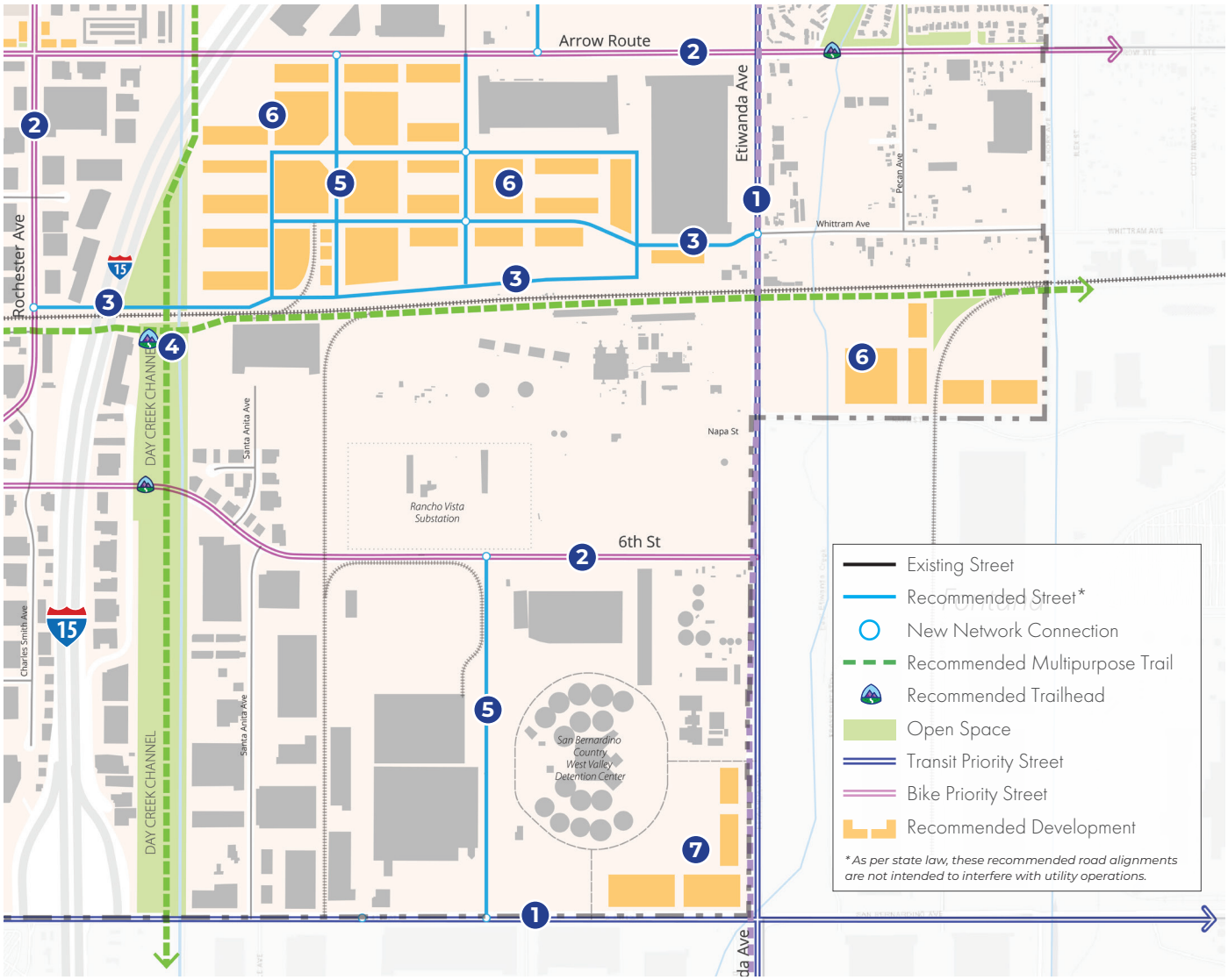
FOCUS AREA 8: SOUTHEAST INDUSTRIAL AREA

This Focus Area illustrates the potential of the Southeast Area to become a modernized industrial employment district with convenient access to a wide range of services and amenities. The current subdivision patterns and infrastructure in this area still reflect its agrarian past, with many of the current industrial uses simply built within vineyards one at a time. A more complete network of complete streets—accommodating light and heavy vehicles and active mobility modes—is critical to supporting many more and better jobs and increasing economic activity per acre of land.

Key Priorities for Strategic Implementation

- **Complete Network Connectivity.** Reorganize the existing fragmented network of paved, unpaved, public and private roadways systematically, strategically and opportunistically into a high quality, complete network of streets to increase access to and support industrial businesses large and small and to improve public safety. Top priorities include new and enhanced connections from the Southeast Area to other parts of the city, including a new north-south facility west of Etiwanda Avenue between 4th Street and Arrow Route, completion of the 6th Street connection into this area, and a new east-west connection under the I-15 to Rochester Boulevard.
- **Complete Streets.** Provide high quality pedestrian and bicycle facilities in all streets to enable and encourage workers to commute by active modes and transit. Such facilities connecting the Southeast Area to Cucamonga Station are a top priority, including a new 8th Street multipurpose trail and potential east-west route north of the Metrolink/BNSF railroad.
- **Efficient Goods Movement.** Complete the network of local industrial streets and other access routes to enable robust goods movement as well as all-mode worker and user access to businesses in the Southeast Area.
- **Employment District Place-Making.** Create human-scale activity centers and a comfortable all-mode public realm in which workers and visitors may access business support services, meals, and recreational amenities within the Southeast Area. This will help reduce the demand for frequent automobile trips for meals, breaks, and errands in employees' daily lives, and will help to attract and retain a broader range of creative and innovative business types, in addition to warehousing and trucking related uses.

FIGURE FA-9 FOCUS AREA 8: SOUTHEAST INDUSTRIAL AREA



** Diagram is shown for illustrative purposes only.*

1. Consider improving Etiwanda Avenue and 4th Street to facilitate active transportation and transit.
2. Consider improving Arrow Route, Rochester Avenue and 6th Street with buffered or separated bike lanes.
3. Extend Whittram Avenue from Etiwanda Avenue to Rochester Avenue and under the I-15 to provide better access to the Southeast Area.
4. Consider creating a new trailhead/park at the intersection of the new 8th Street multipurpose trail and potential trail along Day Creek Channel.
5. Develop a more complete, modern, multi-modal street network for improved circulation and access. The street network in this area is at or near capacity. If the legacy heavy industrial uses redevelop, additional east-west street capacity between Rochester Avenue and Etiwanda Avenue and north-south street capacity between Arrow and 6th Street will be needed.
6. Strategically infill development in a range of building and lot sizes to accommodate various industrial activities.
7. Infill development fronting Etiwanda Avenue and 4th Street.

Open Space



OPEN SPACE IS...

the place people go to recharge, play, exercise and learn. While open spaces can be large recreational parks, natural conservation areas, and schools, they can also be trails, or a green space between buildings. Open spaces are windows that let natural light and life into the urban fabric of the city. Community playfields, Central Park and the conserved natural and rural open spaces of the foothills are large specialized open space areas, whereas small- and medium-size parks, which provide places for informal play, family activities, and quiet recreation, are considered part of the neighborhood they serve. A wide range of open space types together meet the full range of residents' needs for active and healthy lifestyles.

STATE LEGAL REQUIREMENTS

While California law requires that a general plan include an element that addresses open space, the provisions of Government Code Section 65560 are mainly focused on preserving agricultural land. While agriculture was once the dominant land use in the City of Rancho Cucamonga, as discussed in the Conservation Chapter, the historic agriculture businesses in the City are largely gone. This chapter, therefore, focuses on open space as a general plan designation intended to preserve the natural environment, water courses, and rural areas of the City, as well as preserve and enhance park space for recreation.



HEART OF THE MATTER

People are part of nature and we thrive when we can go outdoors. Access to parks and recreational space is only part of the equation. People need the things that are best found in nature ranging from vitamins from sunlight, to stress relief found with a simple walk. Being in the outdoors can rejuvenate the spirit, improve mental health, and helps us sleep. As housing density increases and individual yards diminish, having a place nearby to play, to relax, or just to be out of the house is an essential amenity. While there are several parks and open space areas in the City, not all of them are within walking distance of our residents, and even if they are close the trail and sidewalk system may not be complete.

Existing community open space amenities include the natural and rural foothill open spaces, neighborhood and regional parks, and an extensive network of trails that connect these open spaces to one another and to the nearby neighborhoods. Continuing to grow and enhance the network of open spaces and trails linking them is a commitment to remaining a regional leader in environmental quality, quality of life, community health, and sustainable long-term value.

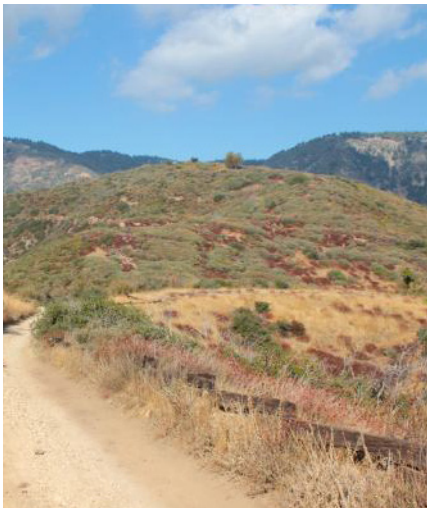
OVERVIEW OF THIS CHAPTER

While the City has several parks and conservation areas, this General Plan intentionally weaves open space into every land use designation and focus area connecting people to the outside. Then intent of this Plan is to make use of areas large and small giving people the ability to enjoy the beauty of the City. Open space is important to conservation and to recreation and is an important part of healthy living.

The following open space goals serve to guide and direct long-term planning in the City of Rancho Cucamonga:

- **Goal OS-1 Open Space.** A complete, connected network of diverse parks, trails, and rural and natural open space that support a wide variety of recreational, educational and outdoor activities.
- **Goal OS-2 Trails.** A complete, connected network of diverse trails and connected open space that improves access to all areas of the city and encourages non-motorized activities.

Building on the Mobility and Access chapter emphasis on connectivity, the approach to Open Space is to provide a variety of trails and paths connecting open space with existing and new neighborhoods.



Natural environment of the foothills

OPEN SPACE DESIGNATIONS

Creating and maintaining Rancho Cucamonga's remarkable open spaces is a goal of the City as the network of open spaces is a core element of the City's commitment to retaining and elevating the City's position as a regional leader in environmental quality, quality of life, community health, and sustainable long-term value.

Open Space types are generally characterized by the absence of, or limited presence, of buildings and other development. The Open Space place type includes three General Plan Designations: Natural Open Space, Rural Open Space, and General Open Space & Facilities.

Table OS-1 summarizes the allowed ranges of residential density and non-residential intensity consistent with the intentions of each Designation.

TABLE OS-1 OPEN SPACE DESIGNATIONS SUMMARY

General Plan Designation		Residential Density (DU/AC)*	Non-Residential Intensity (FAR)
	Natural Open Space	0	NA
	Rural Open Space	Max. 2.0	NA
	General Open Space & Facilities	0.1**	NA

* See "Calibrating Development" on page 62 for further details on applying density, intensity, and use mix ratio.

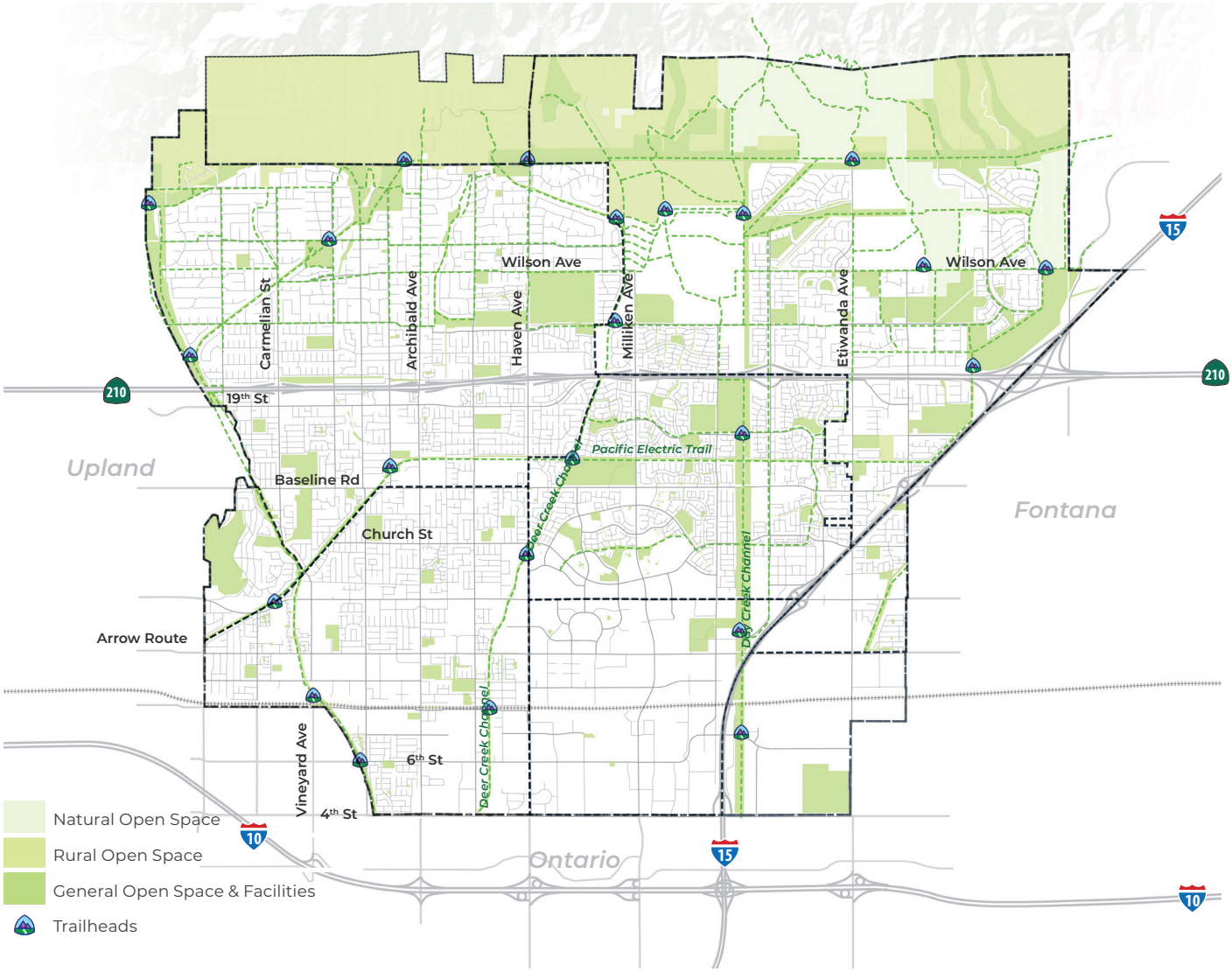
**Not applicable to parks, which do not allow any residential development.

NATURAL OPEN SPACE

The Natural Open Space designation is established to respect and respond to the sensitive environmental conditions in the hillsides by doing the following: 1) maintain the natural open space character of the existing conservation areas and proposed preservation areas in the Sphere of Influence and northern portion of the City, 2) protect natural land forms from extensive grading and minimize erosion, 3) provide for public safety against wildland fire, fault, and flooding hazards, 4) protect water, plant, and animal resources, and 5) provide design standards that allow for limited residential development.

Because this land use designation is intended for preservation and appreciation of natural open space, development is often prohibited. Some public improvements such as trails, restrooms, small maintenance structures may be necessary, however the developed footprint would be minimal.

FIGURE OS-1 OPEN SPACE DESIGNATIONS MAP





Natural open space habitats for wild animals



Neighborhood green as activity center and gathering place



Flood Control/Utility Corridor



Civic/Regional

RURAL OPEN SPACE

The Rural Open Space designation is established to preserve rural lands and protect natural landforms and landscapes, including conservation areas or preserves, while still allowing limited residential development on privately owned land in some hillside areas depending on slope and other natural factors. Development may include houses on large lots, barns and other structures accessory to agricultural uses, and community facilities for public education and interpretation of natural habitats and resources.

GENERAL OPEN SPACE & FACILITIES

The General Open Space designation is applied to lands intended for recreational, educational, public utility, and flood control uses and systems that are typically owned or controlled by the City, other public agencies, and public utility companies. The intent of this designation is that these public lands—together with the City's street network—will increasingly become a single connected system of publicly accessible open space that will provide a green citywide network for active transportation and outdoor recreation that connects the neighborhoods and people of Rancho Cucamonga. On private lands designated General Open Space, one residential unit is generally permitted per 10 acres.

The built form of each facility and corridor within this designation will reflect both its purpose and a respect for the character of the Community Planning Area within which it is located. For example, the landscape character of trail corridors should transition from semi-rural to suburban to urban as they flow southward from the foothills into the city. The Pacific Electric Trail should likewise adopt more of a neighborhood character in Cucamonga, Red Hill, Alta Loma and Etiwanda, and perhaps a more formal and civic character as it becomes an edge of the Central Park.

PARKS AND RECREATION SYSTEM

Rancho Cucamonga's parks and recreation system includes all usable recreation space—parks, trails, and community/cultural centers —in the city with the singular purpose to function as a place for people to gather, relax, and enjoy. These places support activities that range from purely passive recreational uses to heavily programmed activities, and from small mini parks to large special use parks and facilities such as Central Park, the Rancho Cucamonga Adult Sports Complex, and the Victoria Gardens Cultural Center. The City offers diverse recreational programs at each facility depending upon the size of the park and the type of facility.

The City's parks and recreation system is supplemented by school facilities, which may be available on a limited basis for recreation activities and sports leagues. Twenty-three elementary schools and eight junior high/ middle schools offer use of athletic fields, playgrounds, basketball courts, and other facilities during evenings and weekends. Four high schools and Chaffey College also provide access to a wide range of athletic facilities during non-school hours. The locations of established schools are shown on Figure PF-2, in Chapter 6: Public Facilities and Services of this volume.

Other methods to supplement the City's park system include encouraging the development of private open space and recreational amenities (beyond public park requirements) within large residential projects.



Schools


Parks

Parks Standards and Guidelines

Park standards determine how many parkland acres the City should develop based on population levels, locations of parks, and amount of existing parkland. The City park standard is 5.0 acres of parkland for every 1,000 residents. In addition to the amount and size of parks, access to the park from home or work is equally, if not more, important to accommodating the park needs of the community. Therefore, in addition to the City park standard, the City policy is to ensure there is a park or open space area within a 10- to 20-minute walk, or approximately ½ mile of every residence and most jobs. While a walk of 10 minutes may equate to ¼ to ½ mile to reach a park, many factors such as physical ability, young children, or walking environment can make both the walk and distance difficult. The time and distance can also be much greater than would appear on a map as a neighborhood may not be directly connected to sidewalks or trails leading to the park meaning that a more circuitous route is required. Finally, crossing busy roadways or rail lines can be uncomfortable for some, and must be considered when siting a park and considering the radius of visitors the park is intended to serve. As the parks must be accessible to the people, the master plan for parks will refine the parkland metric to also consider the path of travel and not just distance from home or office when planning for new parks.

While there is no limit to the size of a park or range of amenities that can be considered a park, Table OS-2 lists possible park facilities and amenities that are intended for each type of park. Active park spaces include sports fields, game courts, and playgrounds while passive parks generally consist of open space with walking paths, sitting and picnic areas, and natural, undeveloped areas. Rancho Cucamonga's parks frequently contain both active and passive spaces, with park size, location, and primary function influencing the level of improvements.

HIKING AND RIDING TRAILS

Rancho Cucamonga's climate and terrain create perfect conditions for moving about the City on foot, bicycle, or horse. Trails within the hillside land preserves allow access into open space areas, where users can enjoy the natural environment. Urban trails—consisting primarily of sidewalks and paths within linear parks—increase connectivity by providing direct access to neighborhoods and destinations. As shown in Figure OS-2, there are gaps in the sidewalk and trail system throughout the city and in the disadvantaged communities south of Foothill Boulevard. Both the Land Use and Mobility chapters, emphasize connectivity between neighborhoods and land uses is a focus to improve access, including retrofitting areas that are already developed.

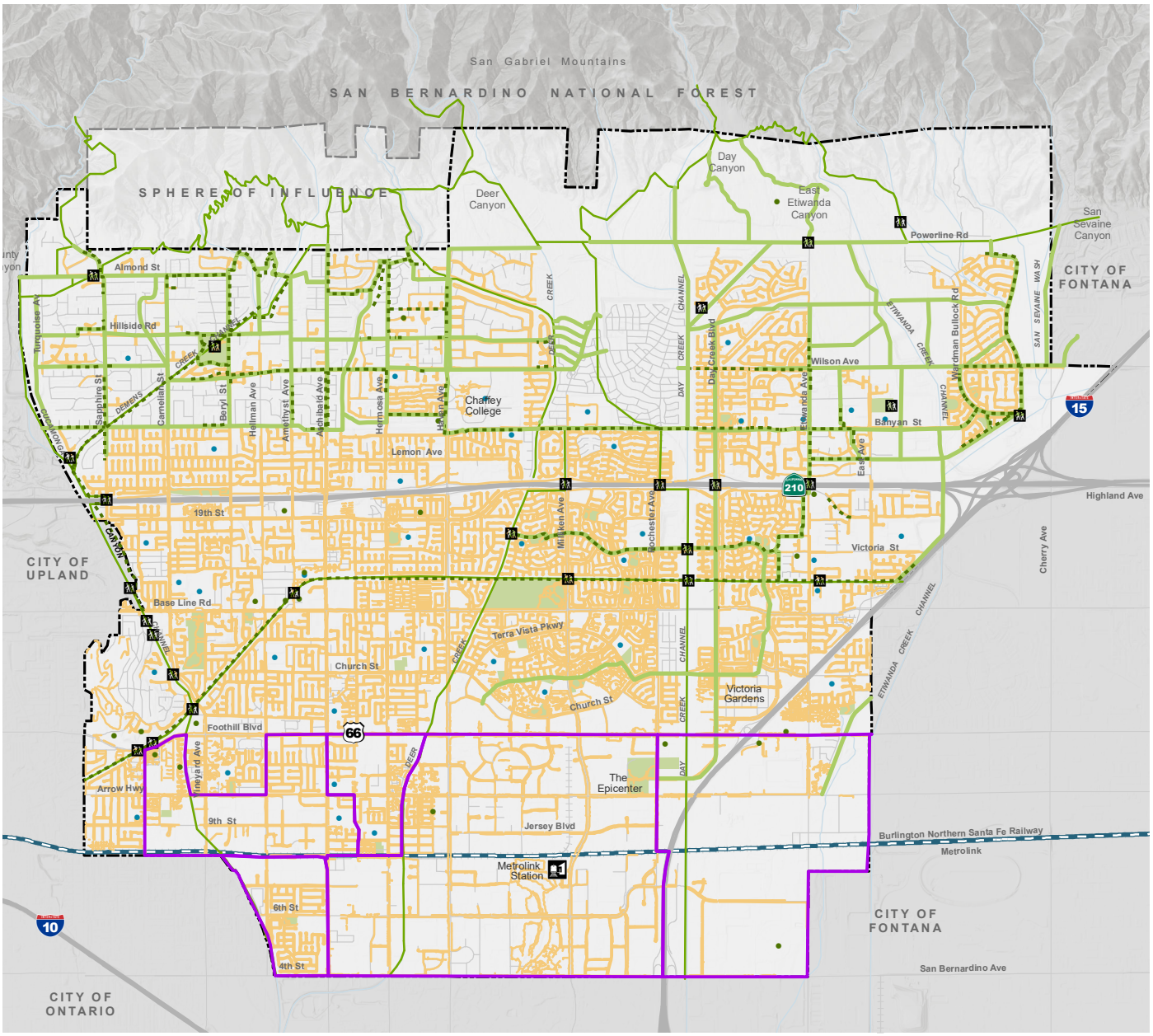
TABLE OS-2 PARKS AND OPEN SPACE GENERAL CHARACTERISTICS

Park Type	Typical Size	Population Radius	Distance Radius	General Characteristics
Mini Parks	Less than 1 acre to 1.5 acres	Not population radius sensitive	Within ¼ mile (<10 minute) walking distance of immediate area	Parks most often located in residential neighborhoods and employment areas adjacent to nonresidential buildings, or along trails. Improvements are often based on size and commonly feature grassy areas, shade trees, benches, shelters, and playground equipment for small children. Mini parks are intended to serve a population within walking distance or short biking distance.
Piazzas/ Greens	Up to 2 acres	Not population radius sensitive	Near high density residential, entertainment and offices	Pedestrian-oriented open spaces that serve as formal or informal community gathering spaces and may be used for local events and public markets. They are typically less than 2 acres and commonly include shade trees, landscaping, water features, gazebos, performance areas, public art and other similar features. Plazas are primarily hardscape and largely shaped by frontages. They may serve as an extension of adjacent businesses such as cafes, restaurants, and bars. Greens are landscaped open areas typically serving as a central gathering space for a community.
Neighborhood Parks	About 1.5-15 acres	Up to 5 acres per 1,000 residents	About a ½ mile (<20 minute) walking distance from the developed area	Neighborhood parks provide large unobstructed areas for passive or active recreation serving the needs of nearby residents and commonly feature grassy areas, shade trees, tot lots, picnic facilities, restrooms, and open fields. The parks may also contain community gardens and playgrounds and are primarily landscaped. Usually located in residential areas but can also be near high employment concentrations.

Park Type	Typical Size	Population Radius	Distance Radius	General Characteristics
Community Parks	About 10-50 acres	One site per 25,000 residents	About a 5- to 10- mile service radius	Parks located in large areas that are compatible to surrounding uses with features such as large grassy areas large picnic facilities, ponds and/or water features, restrooms, on-site parking, swimming pool, lighted athletic fields and courts, recreation/community centers, skate facilities, and other community-serving recreational and cultural use amenities.
Special Use Parks	50+ acres	One site per 50,000 to 200,000 residents	Citywide	Spaces and facilities for unique recreational, social, and cultural uses and activities. These parks are typically over 50 acres and can accommodate uses and facilities not usually found in typical parks such as fairs, festivals, and large-scale sports complexes. The largest existing special use park is the Epicenter/Adult Sports Complex, which contains adult softball, baseball, and soccer fields, as well as a minor league baseball stadium.
Natural/Open Space	As resources available (usually large)	Not population radius sensitive	As natural re-source areas are available	Areas often within or adjacent to conservation areas or having unique natural elements such as slope, biological resources, and drainages. These areas are typically free from development or may be developed at low intensity uses that respect natural environmental characteristics to support agricultural or land management needs. Some open space areas may have or support working lands such as farms, and vineyards.
Greenways/ Trails	As resources are available	Not population radius sensitive	Within ¼ mile (<10 minute) walking distance of immediate area	Greenways and trails often make joint use of existing utility corridors, excess right of way, or as part of developed landscaping connecting pedestrians to amenities. These areas are dedicated paths that provide connections and access to open space areas, neighborhoods, and other destinations throughout the city on foot, bicycle, or horse. Trails within the hillside land preserves allow access into open space areas, where users can enjoy the natural environment. Urban trails—consisting primarily of sidewalks and paths within linear parks—increase connectivity by providing direct access to neighborhoods and destinations.
Linear Parks	Should connect with trails	Not population radius sensitive	Tied to neighborhood entries and park sites	Passive or active open spaces that are substantially longer than they are wide. They are typically designed to facilitate connections between destinations via walking and biking, and can be used for stormwater management and as protective buffers for wildlife habitat, fire safety, and fuel modification.

Note: The City may add additional park and recreational amenities and have more classifications than shown in Table OS-2. Park sizes may vary from those in the table as the City will maximize the potential for people to access parkland enabling small pieces of land to serve a purpose even if the size might not fit into the ideal for a park.

FIGURE OS-2 TRAILS AND SIDEWALKS



- Points of Interest
- School
- Existing Sidewalk
- Regional Trails
- Community Trails
- Equestrian Trails
- Trailheads
- Disadvantaged Communities
- City Boundary
- Sphere of Influence
- Adjacent City Limits
- Metrolink/BNSF Railroad
- Parks

Fehr & Peers, 2020 | Sources: City of Rancho Cucamonga, 2019; CalEnviroScreen 3.0, 2018

GOALS AND POLICIES

GOAL OS-1 OPEN SPACE. A complete, connected network of diverse parks, trails, and rural and natural open space that support a wide variety of recreational, educational and outdoor activities.

OS-1.1 **Equitable Access to Parks.** Strive to ensure that at least one park or other public open space is within safe, comfortable walk from homes and jobs, without crossing major streets except at signalized crossings. Equitable access to parks should be determined based on the fundamental character of the place (rural, suburban, urban) and corresponding transportation infrastructure.

OS-1.2 **Underserved Communities.** Prioritize the provision of new trails, parks, plazas, and other open space types in areas of the city that are underserved by parks, services, and amenities.

OS-1.3 **Accessible Parks.** Require parks be designed with special attention to usability by and safety for small children, seniors, and those with mobility, sight, hearing or other special needs.

OS-1.4 **Design Character and Public Art.** Require neighborhood parks, greens, and playgrounds to be designed as an integral element of their Community Planning Area, reflecting the design character, art, and culture, of that neighborhood, center or district.

OS-1.5 **Design for Safety.** Require the use of Crime Prevention Through Environmental Design (CPTED) design techniques such as providing clear lines of sight, appropriate lighting, and wayfinding signs to ensure that parks are safe and easy to navigate.

OS-1.6 **New Development.** Ensure that new residential and non-residential developments provide adequate on-site recreational and open space amenities consistent with applicable General Plan Designations, and the needs of new development.

OS-1.7 **New Parks.** 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.

OS-1.8 **Central Park.** Continue to develop Central Park as envisioned in the Central Park Master Plan.

OS-1.9 **Joint Use.** Pursue and expand joint use of public lands that are available and suitable for recreational purposes, including school district properties and flood control district, water district, and other utility properties.

OS-1.10 **Buffer Zones.** Provide buffer zones, as appropriate and necessary, to serve as managed open space for wildfire safety and vegetation fuel modification. Buffer zones may include trails, small recreational amenities, information kiosks and signage, and even staging points for fire vehicles.

OS-1.11 **Locally Grown Food.** Support small-scale locally grown food in front/backyard gardens, community gardens, parks/open space areas, and utility and flood control easements.

GOAL OS-2 TRAILS. A complete, connected network of diverse trails and connected open space that improves access to all areas of the city and encourages non-motorized activities.

OS-2.1 **Trail Corridors.** Extend, improve and complete the multi-purpose trail network, wherever possible, by utilizing existing flood control channel and utility corridor rights-of-way as public trail corridors.

OS-2.2 **Connectivity.** Connect trails in Rancho Cucamonga to trails in the San Bernardino National Forest and other hillside open space areas.

OS-2.3 **Trailheads.** Provide trailhead amenities such as parking, restrooms, information boards, and maps.

OS-2.4 **Equestrian Trails.** Continue to maintain and pursue the development of planned trails and facilities for equestrian use.

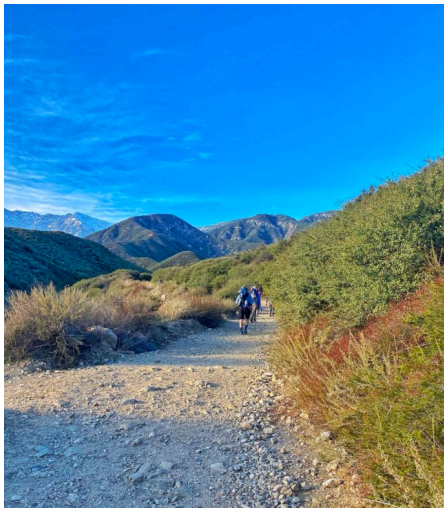
OS-2.5 **Utility Corridors.** Preserve the primary function of utility corridors while providing every reasonable opportunity for shared public use for active mobility and recreational purposes.

OS-2.6 **Design for Heat.** Consider extreme heat in the design of streets, parks, trails, and playgrounds to support activity throughout the year and in all weather conditions by including shade trees, shade structures, water fountains, splash pads, lighting for night play in most spaces.

OS-2.7 **Access.** Require new development to provide access to existing or future trails and provide appropriate trail amenities (e.g., benches, drinking fountains, hitching posts, bike stands, and other amenities).

OS-2.8 **Art and Education.** Require public are, education, and recreation features on trails, where appropriate.

OS-2.9 **Trail and Park Sponsorship.** Support the creation of partnerships with organizations to sponsor and maintain green spaces, parks, trails, and community gardens.



Etiwanda Falls Trail



Epicenter—home of the Rancho Cucamonga Quakes



North Etiwanda Preserve



Rancho Cucamonga Equestrian Community Riders



Route 66 Community Garden



Red Hill Park

Mobility & Access



MOBILITY AND ACCESS IS...

the opportunity to move around the city in an efficient manner using a variety of methods. Everything from walking to skateboarding, transit to trucks is included in this chapter. The ability to move around enables us to get to jobs, goods, services, and education and enjoy entertainment, family, and friends. While the car has been the dominant mode of transportation for years, as the city grows there is an opportunity to develop more mobility choices that focus on connecting people to places in the city. These new opportunities will promote health, sustainability, and economic benefits for the residents and change how the city is developed. While autonomous vehicles, car share, electric scooters and the like are evolving technologies, they are not yet a large part of the mobility picture for the city.

STATE LEGAL REQUIREMENTS

California law requires that the General Plan include an element that identifies existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the Land Use Element of the Plan. The law also stipulates that the City plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel. A balanced network means a system that provides for all users of all ages and abilities; including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

HEART OF THE MATTER



Planners have all sorts of terms to talk about mobility, but it all comes down to giving people choices in how they move about their city. The automobile is the dominant choice for most people because it is convenient but it also the most expensive for the person and the City. Because of the emphasis on the automobile there is an urban landscape where cars can move about more easily than people, and the lack of access is a barrier to much the City has to offer. The lack of connectivity between neighborhoods discourages walking and biking for mobility rather than only recreation. For some the lack of access also means a simple trip to the store is more difficult than it should be. For example, some areas of the City lack complete sidewalks which makes walking difficult. This chapter does not advocate the abandonment of the automobile, but rather requires that roads be designed to include people who are not in automobiles. It should be possible to walk or bike to any part of this world class city safely, therefore this chapter includes policies to extend improvements into older areas of the City where people lack these choices.



Streets for all users and all modes of travel

OVERVIEW OF THIS CHAPTER

Mobility needs to connect people to places. In Rancho Cucamonga, this includes connecting residents to their employers, connecting residents to destinations within the city, and connecting the rest of the Inland Empire to Rancho Cucamonga. Ultimately, the mobility system needs to provide for safe, enjoyable, and healthy accessibility within the city.

The following mobility goals serve to guide and direct long-term planning in the City of Rancho Cucamonga.

- **Goal MA-1 Regional Mobility Hub.** A multimodal transportation hub that connects regional and local destinations.
- **Goal MA-2 Access for All.** A safe, efficient, accessible, and equitable transportation system that serves the mobility needs of all users.
- **Goal MA-3 Safety.** A transportation network that adapts to changing mobility needs while preserving sustainable community values.
- **Goal MA-4 Goods Movement.** An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety and smooth traffic flow for residents and businesses.
- **Goal MA-5 Sustainable Transportation.** A transportation network that adapts to changing mobility needs.

This is accomplished through a focus on the available rights-of-way to create better connections within the city using utility corridors and flood control channels to create an active transportation system and repurposing “extra” roadway width to provide additional bicycle, pedestrian, and transit facilities. In this fashion, the City is implementing complete streets by designing for people of all ages and all abilities. This chapter also furthers the coordination with others to make Rancho Cucamonga the mobility center of the Inland Empire. Some of the big ideas include support for the following innovative mobility options: Brightline high speed rail connection from the High Desert and Las Vegas to the Cucamonga Station, the Boring Company’s effort to connect the Cucamonga Station to the Ontario Airport, and a future regional north/south transit connection from the Cucamonga Station to Riverside County generally paralleling the I-15 corridor. The overarching approach to mobility and access is to provide options for people to move around the city and the region

BECOMING THE REGIONAL HUB OF THE INLAND EMPIRE

The following planned regional connection activities are already underway and will assist the City in becoming the regional hub of the Inland Empire:

HIGH-SPEED RAIL

Brightline West, a 260-mile privately funded high-speed rail system, is planned to connect Las Vegas to the Los Angeles area. The proposed Brightline West extension would terminate at the Cucamonga Station, providing connectivity to the existing regional Metrolink system and future connections to the Ontario Airport. The area around the Cucamonga Station is planned for transit-oriented mixed-use development as shown in Volume 2 Chapter 2: Focus Areas.



Brightline West High Speed Rail

CONNECTION TO ONTARIO AIRPORT

This chapter supports the Ontario Airport Loop, a 2.8-mile tunnel, that would connect from the Cucamonga Station to Ontario Airport. The tunnel is more efficient and cost effective than above-ground rail and will use the latest electric vehicle technology.



Onatario Airport Loop

LA METRO L LINE EXTENSION

The Los Angeles County Metropolitan Transportation Authority (LA Metro) has developed plans for extending operations to San Bernardino County with the planned extension of the L Line (also referred to as the Foothill Gold Line). The two options under consideration are along the Pacific Electric right-of-way to Foothill Boulevard or along the Metrolink right-of-way and then along either Cucamonga Creek or Vineyard Avenue to Ontario International Airport. San Bernardino County Transportation Authority (SBCTA) is currently proposing to replace the portion of the L Line Extension in San Bernardino County with Gold Link, which utilizes a different technology to connect to the Metrolink system. The City Council adopted a resolution supporting enhanced train service to the Ontario Airport via the Cucamonga Station and a connection to the wider Metrolink network via high quality transit to provide better regional connectivity.



LA Metro L Line

BUS RAPID TRANSIT

SBCTA has initiated the West Valley Connector (WVC) project, a 35-mile-long Bus Rapid Transit (BRT) route connecting Rancho Cucamonga, Pomona, Montclair, Ontario, and Fontana. The first phase of the project will include the Milliken Alignment, starting from the Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga.



Cucamonga Station

PROPOSED REGIONAL CONNECTIONS

The convergence of high-speed rail, the connection to the Ontario Airport, and redevelopment around the HART District in the City of Rancho Cucamonga provides a unique opportunity for the City to become the mobility center of the metropolitan region. Although much of this activity is ongoing, this Mobility Chapter further supports the connection of transit south into Riverside County; connecting Rancho Cucamonga to Eastvale and Corona.

In addition to this new north-south transit connection, this Plan proposes a new circulator route within the city that connects the Cucamonga Station (including high speed rail, BRT and the Ontario Airport Loop) to Victoria Gardens, the Civic Center, and the mixed-use corridors on Foothill Boulevard and Haven Avenue. This will provide access to the key destinations within the city and support connectivity to the transit investments that converge at the Cucamonga Station. The planned and proposed transit connections are shown on Figure M-1.

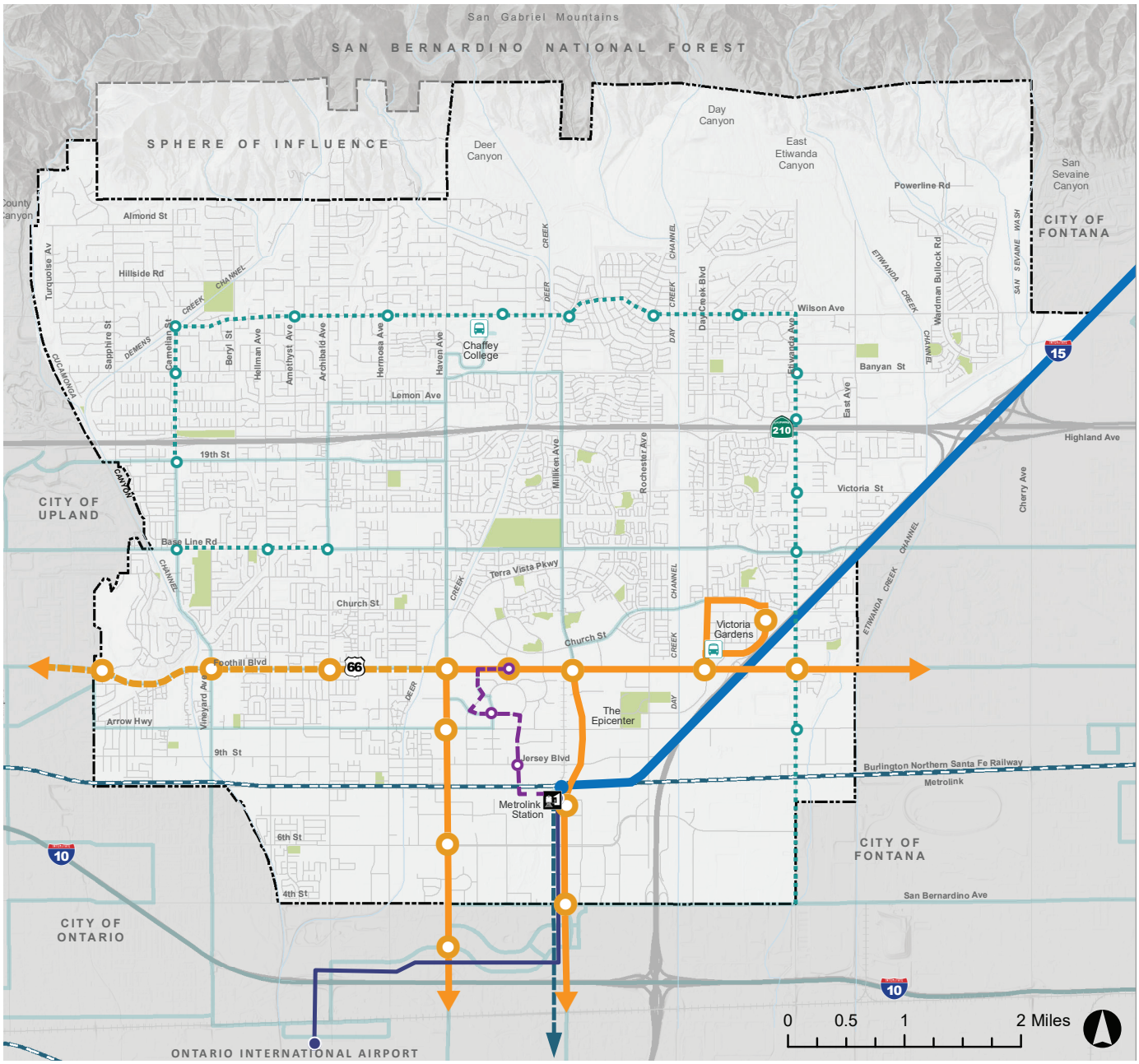
The City also identifies the need for a loop route to connect the northern part of the city to the Cucamonga Station along with some intermediate connections. These proposed connections are also shown on Figure M-1.

LOCAL MOBILITY HUBS

Enhanced transit by itself does not usually connect people from their origin to their ultimate destination—people need assistance making the connection between the transit station and their destination. This seemingly small distance (often less than a mile) is referred to as first/last mile connection and is often the hardest part of the journey to solve for people. The idea of a mobility hub is to bring major transit and last-mile solutions together in one place. This could allow for ride-share or car pool pickup/drop off points, electric bicycle charging, lockers for bicycles, and similar design elements.

One way to assist with that connectivity is to identify key local mobility hubs at major stations along Foothill Boulevard. A mobility hub concept is shown on Figure M-2 and shows how concept mobility hubs could be implemented to facilitate multi-model connectivity to/from the transit stations. These concepts illustrate specific attributes, such as designated locations for car share, drop-off/pick-up lanes, bicycle/scooter share stations, and designated bus stops, that serve the first/last mile connectivity concerns by providing a consolidated accessibility hub that connects the community to the enhanced transit network.

FIGURE M-1 TRANSIT PLAN



- Planned High Speed Rail
- Planned Bus Rapid Transit
- Planned Tunnel Connection
- Proposed Bus Route
- Proposed Bus Rapid Transit
- Proposed Local Circulator (possible Tunnel Connection)
- Proposed Transit Connection
- Omnitrans Bus Routes
- City Boundary
- Sphere of Influence
- Cucamonga Station
- Metrolink Tracks
- Railroads
- Parks

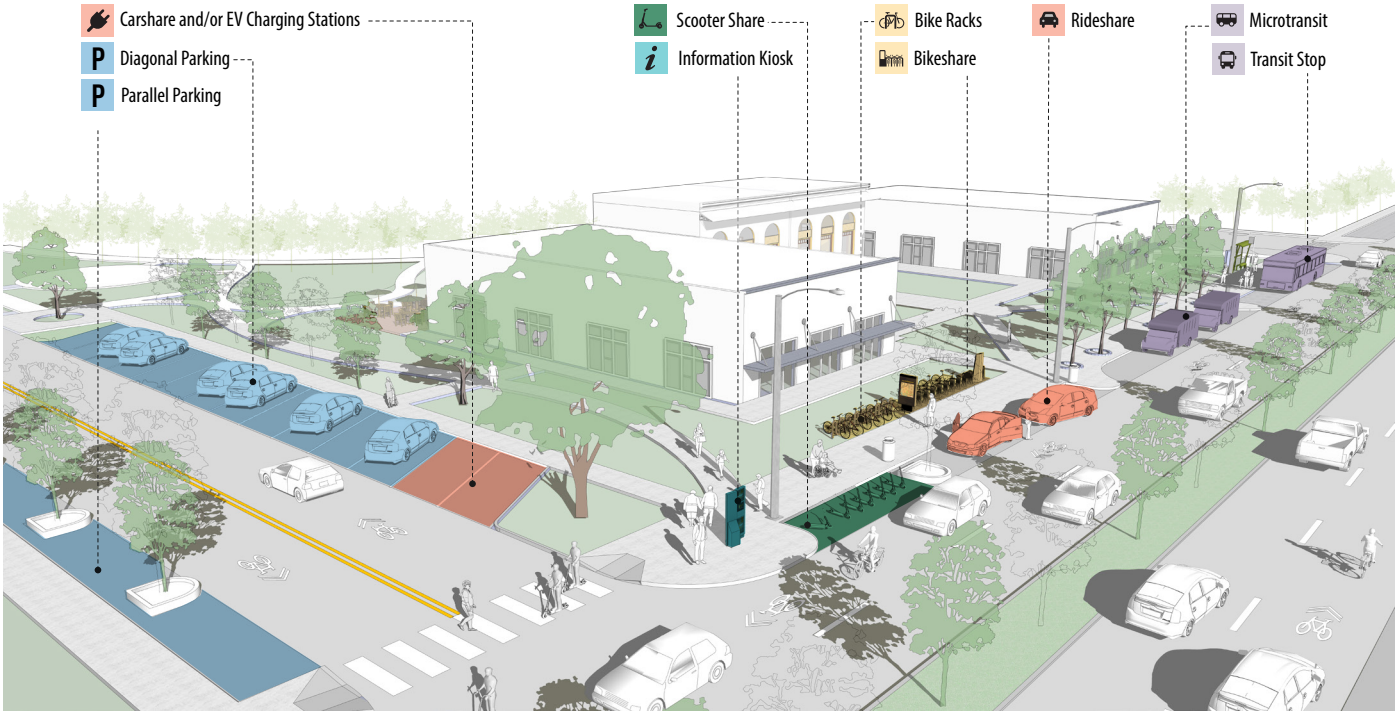
Fehr & Peers, 2021

FIGURE M-2 LOCAL MOBILITY HUB CONCEPTS

High Density Area Along Streetfront



Medium Density Area around Community Space



COMPLETE STREETS

According to Smart Growth America, streets should be appropriately designed to meet the needs of all users of all ages and abilities. To accomplish this goal, commonly known as "Complete Streets," the City will consider the following components when implementing complete streets:

- Improve safety for all
- Consider all users of all ages and abilities
- Focus on vulnerable users
- Consider innovative street and intersection designs whenever possible
- Prioritize modes based on guidance provided in the General Plan
- Implement Complete Streets during planning, engineering, and maintenance activities

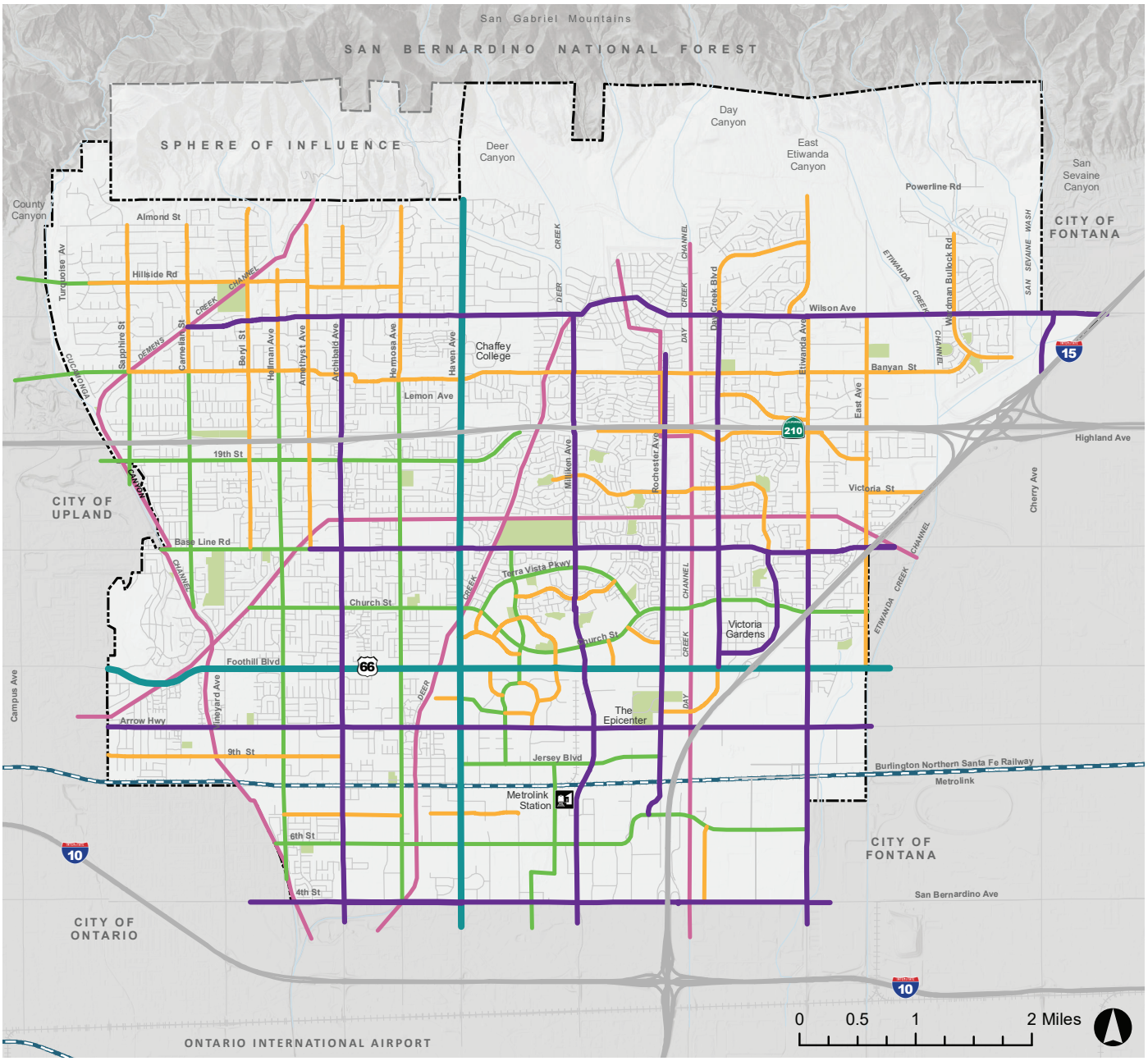


Complete streets provide comfortable and safe environments for all users

While some transportation experts interpret complete streets implementation to mean that all streets within a jurisdiction must accommodate all users to the same level, others see it as more appropriate to develop specific networks of streets to prioritize specific modes, although most modes should be accommodated on most streets where possible and practical. The City supports the latter approach to implementing a complete streets policy and opted for implementing the Institute of Transportation Engineers' (ITE) layered networks approach. This approach is intended to assist the City in identifying the priority mode along corridors depending on the context of the adjacent land use. The layered networks approach identifies preferred travel modes (auto, pedestrian, bicycle, and/or transit) for each street. Non-preferred travel modes are accommodated along the street, but their service is not prioritized.

Figure M-3 depicts the City's layered network complete street system and identifies the City's complete streets strategy for prioritizing modes based on street typology. A street network that prioritizes pedestrians and bicycles is shown on Figure M-4. Figure M-5 shows the network of streets where automotive travel is prioritized. As shown on the maps, it is this network of priority modes that provides a comprehensive mobility system within the city.

FIGURE M-3 LAYERED ROADWAY NETWORK



- Freeway
- Arterial Roadway
- Boulevard
- Collector Street
- Bicycle Corridor
- Multi-Use Trail
- Local Streets
- City Boundary
- Sphere of Influence
- Cucamonga Station
- Metrolink
- Railroads
- Parks

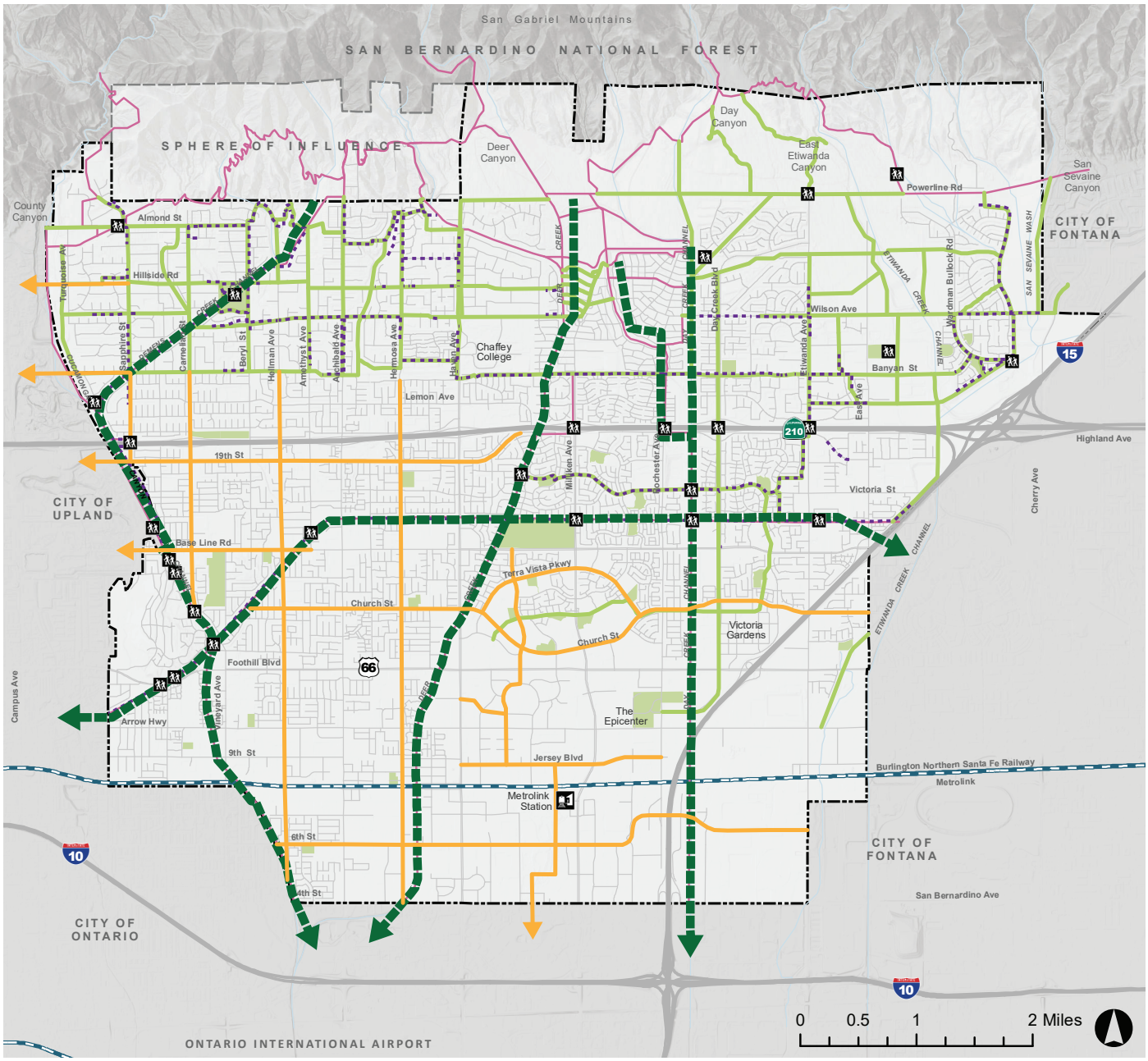
Priority Modes of Travel

Fehr & Peers, 2021

Typology	Auto	Bike	Pedestrian	Transit
Freeway	P	X	X	P
Arterial Roadway	P	A	A	P
Boulevard	A	P	P	P
Collector Street	P	P	P	A
Bicycle Corridor	A	P	P	A
Multi-Use Trail	X	P	P	X
Local Street	A	P	P	A

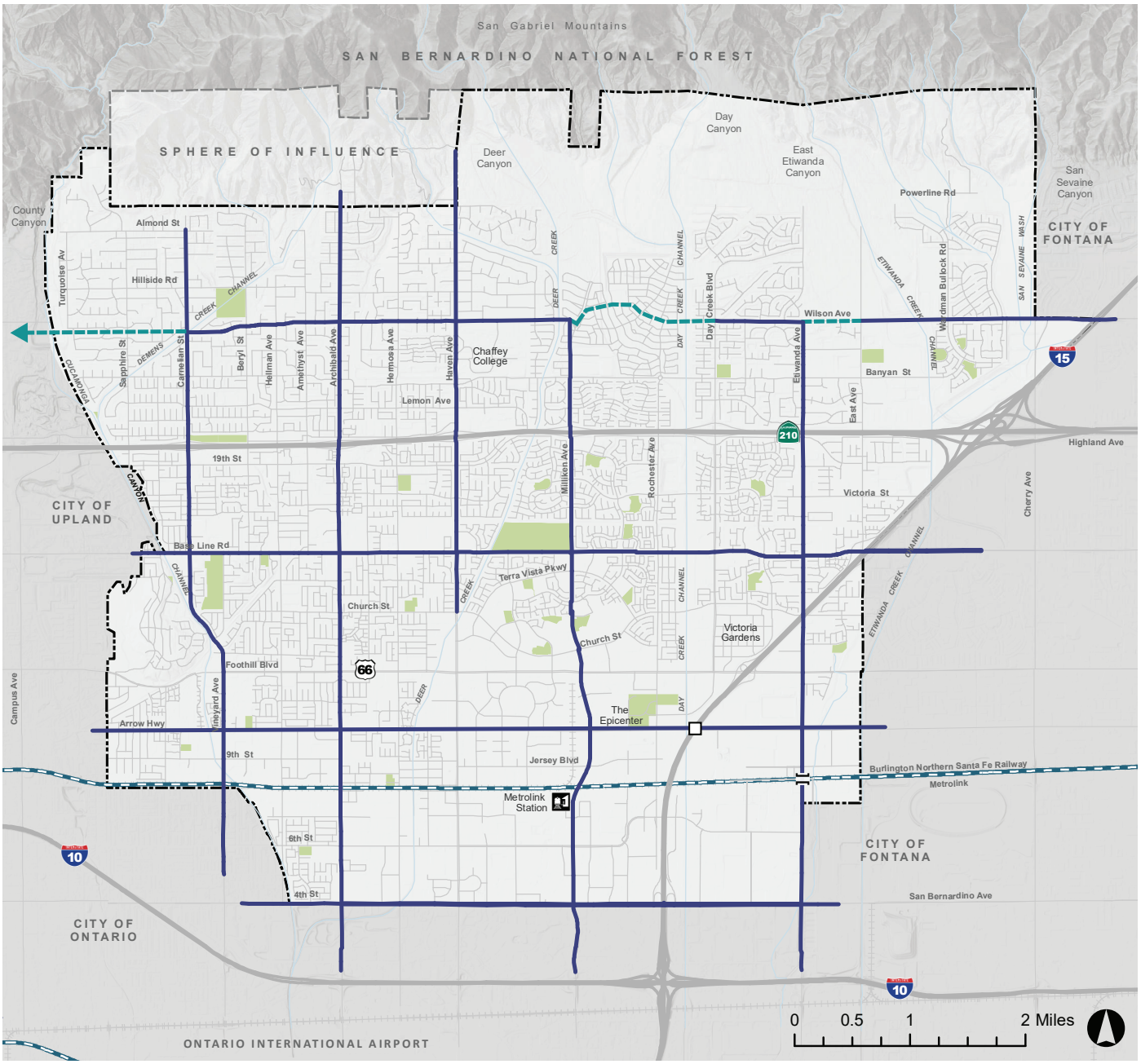
P=Priority Mode, A=Allowable Mode, X=Prohibited Mode

FIGURE M-4 BICYCLE AND PEDESTRIAN PRIORITY



Fehr & Peers, 2021

FIGURE M-5 AUTOMOBILE PRIORITY



Note: See Figure M-8 for information on additional capacity needs in the Southeast Area.

Fehr & Peers, 2021

- Auto Priority
- Proposed Interchange
- Proposed Railroad Grade Separation
- Proposed Street
- City Boundary
- Sphere of Influence
- Cucamonga Station
- Metrolink
- Railroads
- Parks

MULTI-MODAL LEVEL OF SERVICE (MMLOS)

MMLOS is an approach that evaluates the service levels for all modes of travel on a street. For example, a street with a lot of travel lanes and a high rate of speed, the service level may be good from the driver's perspective but poor from a cyclist or pedestrian perspective.

Although evaluating non-automotive Level of Service is still an evolving practice, the City can find value in this analysis and will monitor this evolution and evaluate priority modes identified for each street to ensure the street is designed to maintain service levels for that priority user. The City will update traffic impact study guidelines as needed to reflect the City's preferred methodologies for evaluating MMLOS. Rancho Cucamonga's residents do value high service levels along prioritized corridors. As such, MMLOS goals are established through this policy document for key corridors in the city.

WHAT ARE COMPLETE STREETS?

Complete Streets are streets for everyone. They are designed and operated to prioritize safety, comfort, and access to destinations for all people who use the street, especially people who have experienced systemic underinvestment or whose needs have not been met through a traditional transportation approach, including older adults, people living with disabilities, people who cannot afford or do not have access to a car, and Black, Native, and Hispanic or Latino/a/x communities. Complete Streets make it easy to cross the street, walk to shops, jobs, and schools, bicycle to work, and move actively with assistive devices. They allow buses to run on time and make it safe for people to walk or move actively to and from train stations.

Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to prioritize safer slower speeds for all people who use the road, over high speeds for motor vehicles. This means that every transportation project will make the street network better and safer for people walking, biking, driving, riding transit, and moving actively with assistive devices—making your town a better place to live.

- SmartGrowth America, 2021



Two major freeways serve Rancho Cucamonga—SR-210 and I-15

ROADWAY TYPOLOGIES

Functional classifications of roadway networks categorize streets by purpose, location, and typical land uses to which they provide access. In Rancho Cucamonga, the local street system is organized into a hierarchy of nine roadway types according to the Circulation Plan in the 2010 Rancho Cucamonga General Plan. These nine types are Local Streets, Collector Streets, Modified Collector Streets with Median, Secondary Streets, Modified Secondary Streets with Median, Major Arterials, Modified Major Arterials with Median, Major Divided Arterials, and Major Divided Highways.

The functional classification system for roads is increasingly considered an automobile-centric method of planning and does not typically consider travel characteristics and multimodal priorities (e.g., cyclists, pedestrians, and transit users); consequently, this classification is becoming less common in California cities. Because streets oftentimes have multiple functions, defining street "typologies" beyond the existing functional roadway classifications could better support a multimodal transportation network, assist in implementing complete streets, and generally match the context of the land use environment. Due to Rancho Cucamonga's commitment to expanding opportunities for connections and mode choices throughout the city, this chapter acknowledges the traditional road classifications, but establishes policies that go well beyond maintaining this outdated system.

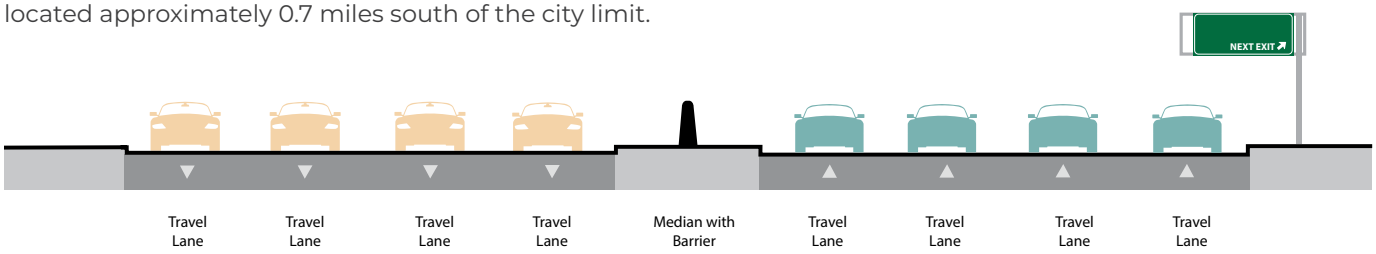
The following pages provide additional detail for each roadway typology identified in the City's layered network complete street system, including definitions, an example cross section and photo, and information on priority modes of travel. Exact street dimensions are not identified in this chapter, rather, they will be developed and approved by the City Engineer. The roadway typologies are:

- Freeway
- Arterial Roadway
- Boulevard
- Collector Street
- Bicycle Corridor
- Multi-Use Trail
- Local Street

FREEWAY

Freeways, which are under the jurisdiction of and operated by Caltrans, provide for inter-regional travel by automobile. They have high vehicle speeds and can provide access for transit vehicles (although automobiles are prioritized). Bicycles and pedestrians are prohibited on freeways. Freeways in Rancho Cucamonga include State Route 210 (SR-210) and Interstate 15 (I-15). SR-210 runs through the northern portion of the city and I-15 extends through the southeastern area of the city. Interstate-10 (I-10) is located approximately 0.7 miles south of the city limit.

Modes of Travel - Freeway	
Pedestrian	Prohibited
Bike	Prohibited
Transit	**Prioritized**
Auto	**Prioritized**

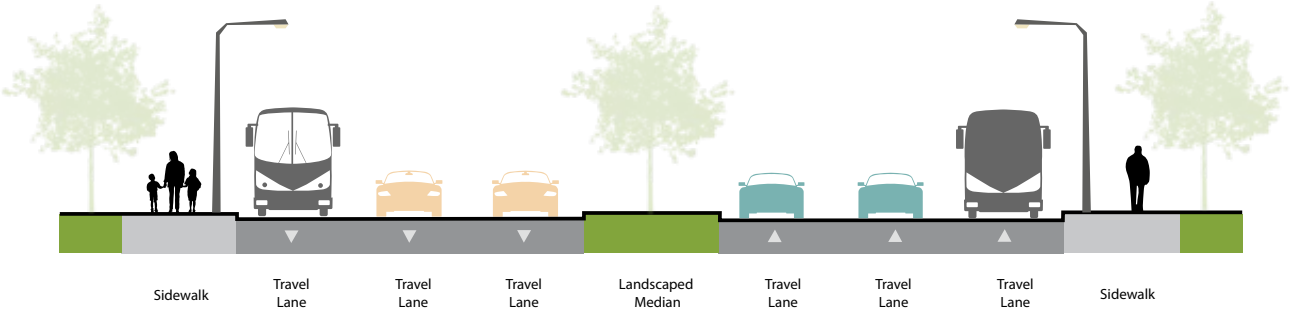


Example cross-section of freeway

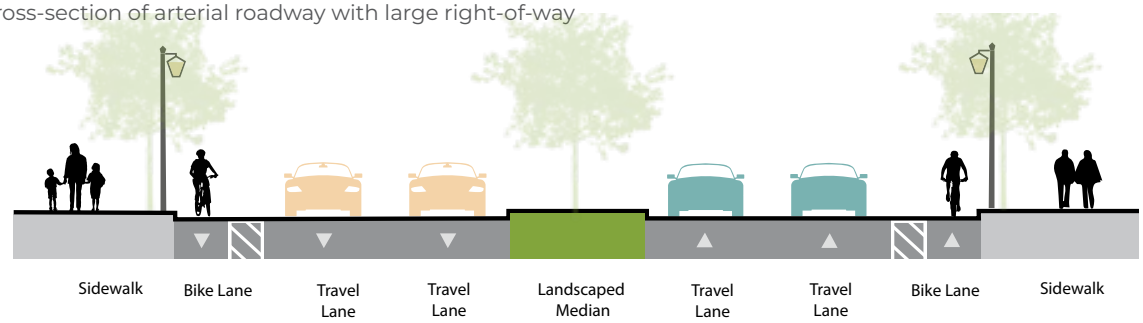
ARTERIAL ROADWAY

Arterial roadways are the primary links in the city's vehicular transportation system even as they provide for all modes of travel. These facilities are oftentimes four to six lanes with raised medians and higher vehicle speeds are anticipated. Key facilities include portions of Base Line Road, Arrow Route, Archibald Avenue, Milliken Avenue, Etiwanda Avenue, East Avenue and 4th Street. Portions of Arrow Route through Cucamonga Town Center and residential neighborhoods prioritize pedestrian and bike modes to contribute to and maintain the character of these areas.

Modes of Travel - Arterial Roadway	
Pedestrian	Allowed
Bike	Allowed
Transit	**Prioritized**
Auto	**Prioritized**



Example cross-section of arterial roadway with large right-of-way

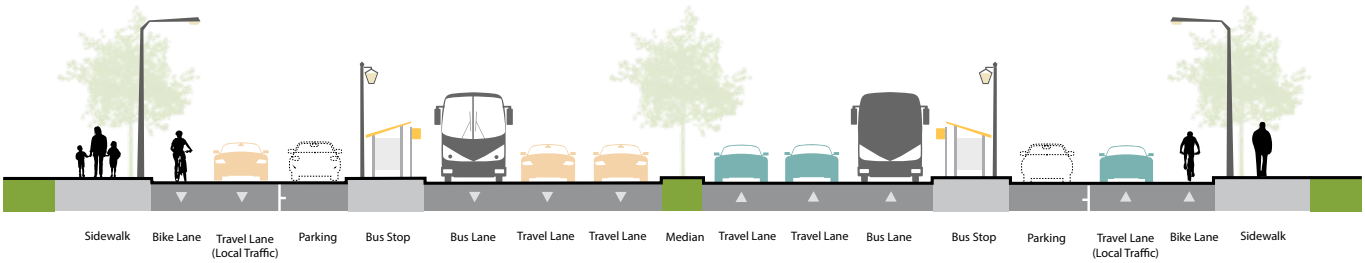


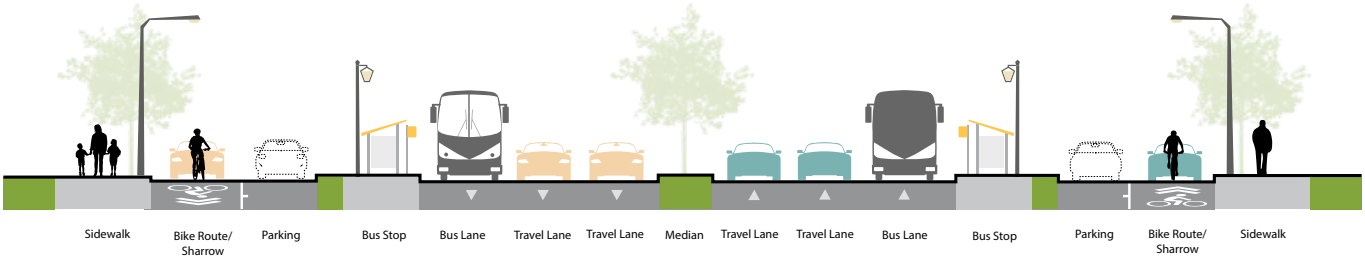
Example cross-section of arterial roadway with bike lanes

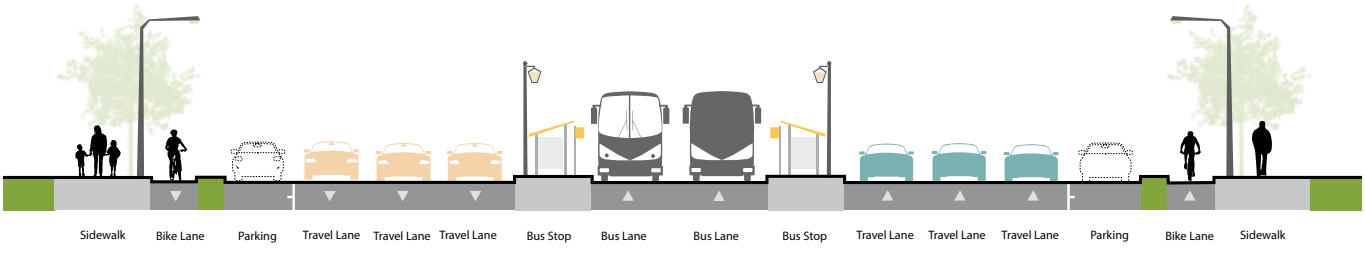
BOULEVARD

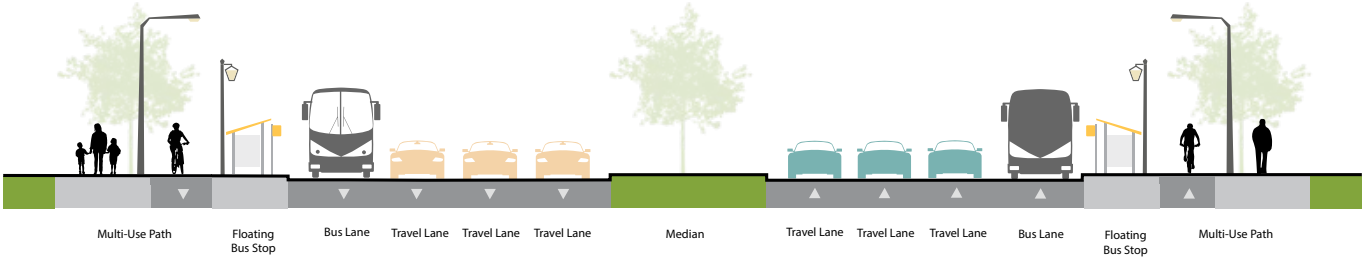
Modes of Travel - Boulevard	
Pedestrian	**Prioritized**
Bike	**Prioritized**
Transit	**Prioritized**
Auto	Allowed

Boulevards promote economic development around high-quality transit service, including light rail (LRT), streetcar, and bus rapid transit (BRT), while fostering a pedestrian scale environment in which walking and biking actively complement public transit. As major generators of pedestrian traffic, heavy surface transit routes should be prioritized for pedestrian safety improvements in both the immediate surrounding area and major access routes within the transit access shed such as Foothill Boulevard and Haven Avenue south of Foothill Boulevard.









Example cross-sections of arterial roadway

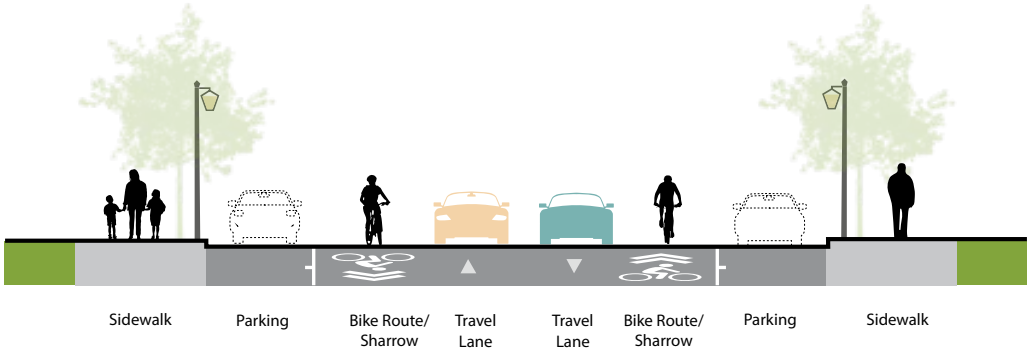
***Transit and station requirements shall reflect current transit provider standards and/or will be based on input from the City Engineer.*

COLLECTOR STREET

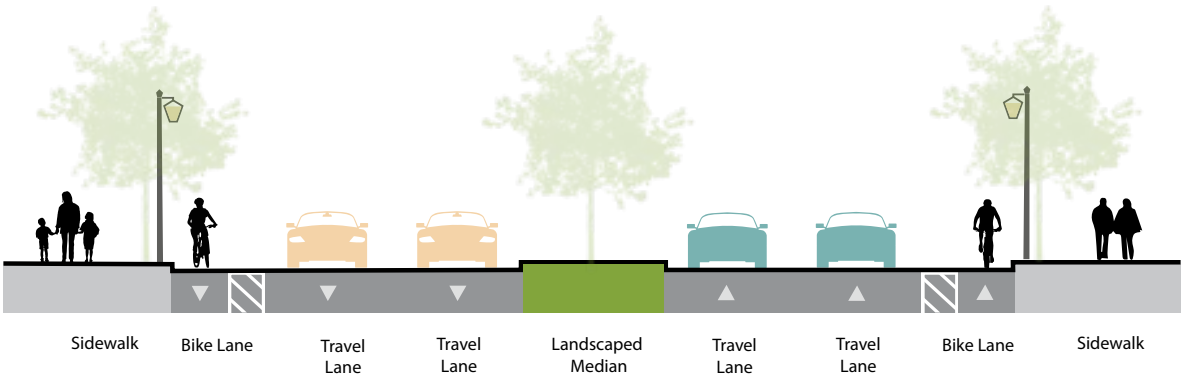
These are streets that are intended to connect neighborhoods together. They should provide accessibility for bicycles, pedestrians, and vehicles; however, speeds should be managed to ensure that all modes safely travel together. These corridors are specified along numerous street segments throughout the City and can substantially vary in terms of width. For example, Church Street is a four-lane roadway and would include bicycle lanes as well as raised medians. In contrast, segments such as Banyan Street, are similar to local streets with smaller rights-of-way. These narrower streets would have Class III bikeways and "sharrows" as well as street furniture in some areas to encourage pedestrian activity.

Note: A shared lane, or "sharrow," marking is a road marking which indicates a shared lane for both bicycles and automobiles. Sharrows differ from bike lanes in that they do not include a line separating the path between vehicles and bicycles.

Modes of Travel - Collector Street	
Pedestrian	**Prioritized**
Bike	**Prioritized**
Transit	Allowed
Auto	**Prioritized**



Example cross-section of collector street with small right-of-way



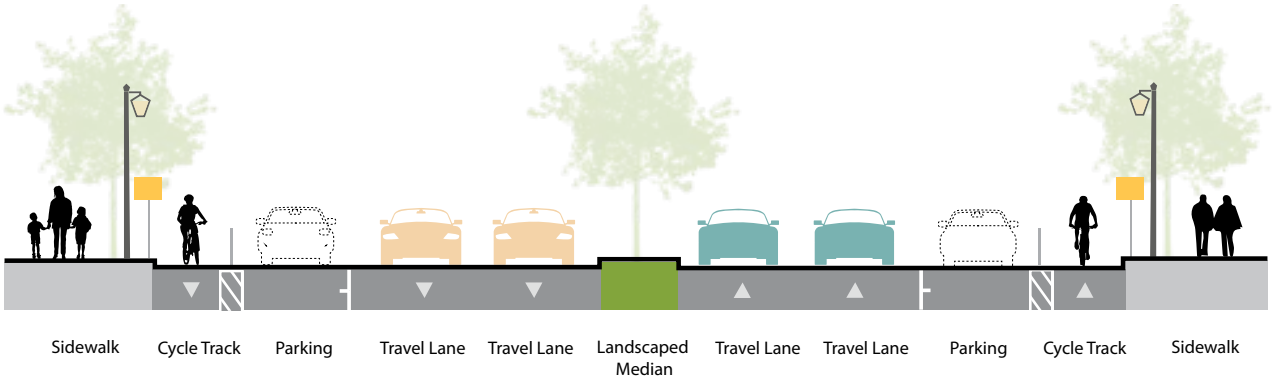
Example cross-section of collector street with large right-of-way

BICYCLE CORRIDOR

Modes of Travel - Bicycle Corridor	
Pedestrian	**Prioritized**
Bike	**Prioritized**
Transit	Allowed
Auto	Allowed

These roadways provide the main bicycle network for the city. Specifically, vehicle speeds should be managed to travel at 35 miles per hour or less and bicycle infrastructure should be maximized. This typically includes buffered bicycle lanes or separated bicycle lanes on the roadway or, at a minimum, seven-foot bicycle lanes. Separation can be provided by plastic bollards, raised medians, and/or planters. Corridors include portions of Carnelian Street, Hellman Avenue, Hermosa Avenue, 19th Street, Base Line Road, Church Street, Jersey Boulevard and 6th Street. Raised landscaped medians may also be included in some areas to further encourage slower speeds.

Note: Separated Bicycle Lanes, also called cycle tracks or Class IV bicycle facilities, are delineated right-of-way assigned to bicyclists that have a physical separation between them and a vehicle.



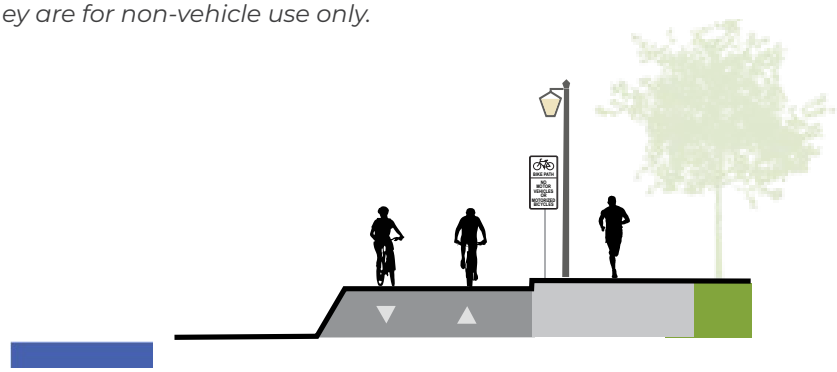
Example cross-sections of bicycle corridor

MULTI-USE TRAIL

Modes of Travel - Bicycle Corridor	
Pedestrian	**Prioritized**
Bike	**Prioritized**
Transit	Prohibited
Auto	Prohibited

Description: These facilities allow for pedestrians and bicycles only. They are envisioned along the utility channels in the City. These facilities provide bicycles and pedestrians with their own space for travel. These pathways are also known as Class I bikeways.

Note: Class I Bikeways provide a separated corridor that is not served by streets and highways and is away from the influence of parallel streets; they are for non-vehicle use only.

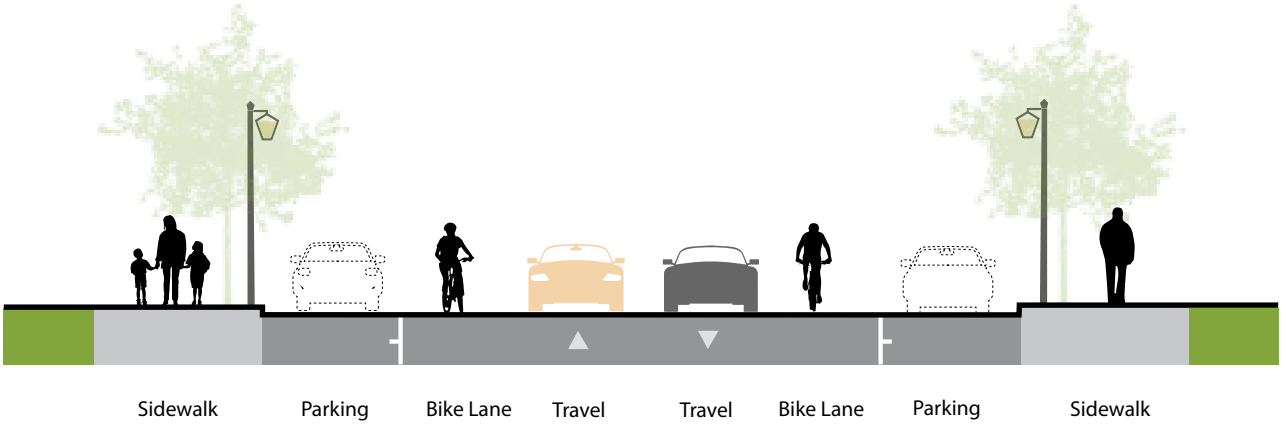


Example cross-sections of bicycle corridor

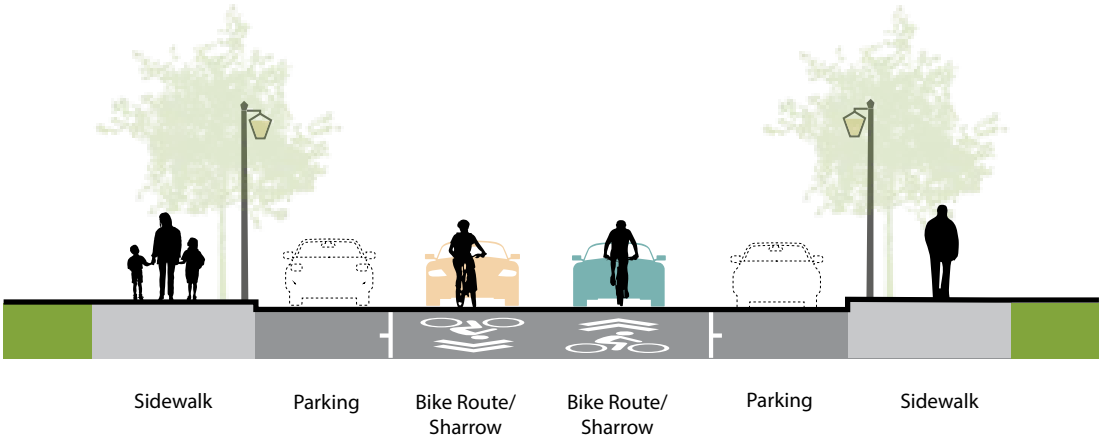
LOCAL STREET

Local streets are typically located in neighborhoods and provide access to adjacent land uses (typically housing). On-street parking is typically allowed on both sides of the street. They should be designed to accommodate automobiles, but at a slow rate of speed (ideally 15 to 20 miles per hour). They prioritize pedestrians walking on sidewalks and bicycles typically take the lane within the roadway; Class III bikeway 'sharrows' may be provided in some areas. Traffic calming attributes (such as bulb-outs or other devices that minimize speeds) may be present.

Modes of Travel - Local Street	
Pedestrian	**Prioritized**
Bike	**Prioritized**
Transit	Allowed
Auto	Allowed



Example cross-section of local street with Class II bike lanes



Example cross-section of local street with Class III sharrows



All-mode environment

MOBILITY CHOICES FOR PEOPLE

A balanced transportation system in Rancho Cucamonga should provide safe and convenient options for people to bicycle, walk, or take transit to their destinations.

PEDESTRIANS

Walking is an environmentally friendly and cost-efficient mode of transportation that enhances both personal and social well-being. This mode of travel also provides many public access, health and economic benefits. Well-designed pedestrian facilities are safe, attractive, convenient, and easy to use.

Most, but not all, areas of the city have sidewalks (about 76% of streets) and crosswalks. Areas with no existing sidewalks are mainly located in the northwest, southwest, south and eastern portions of the city. While the sidewalk gaps in the established neighborhoods in the northwest part may be intentional, the gap closures in the southern part are important to address as this area of the community was generally built prior to local requirements for including sidewalk in the street design, members of community in this area may be more likely to get around by biking and walking, and the area experiences a higher density of pedestrian-vehicle collisions. Figure M-6 shows key areas where the City will focus the implementation of pedestrian facility connectivity.

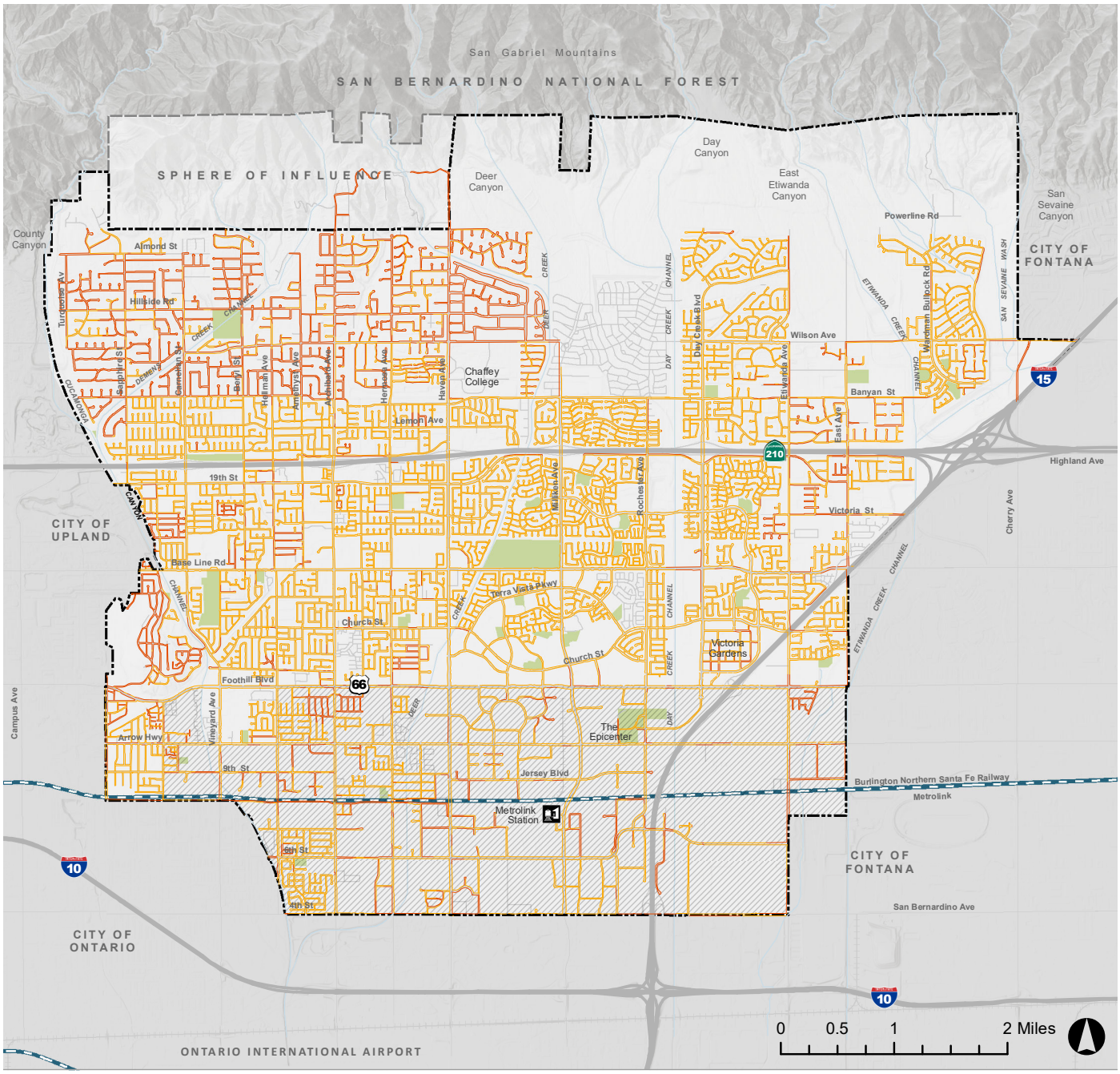
BICYCLES

In addition to meeting some of the community's transportation needs, bicycling provides many improved accesses to public amenities, and several health and economic benefits. There are many opportunities to improve the quantity and quality of bicycle facilities and the connectivity to key destinations (employment centers, residential areas, and high use activity centers).

Bicycle facilities in Rancho Cucamonga consist of bike lanes, routes, trails, and paths, as well as bike parking. On-street bicycle facilities are classified into four categories depending on their design and function:

+ **Class I Bike Path.** Provides a separated corridor that is not served by streets and highways and is away from the influence of parallel streets. Class I bikeways are for non-vehicle use only with opportunities for direct access and recreational benefits, have right-of-way for the exclusive use of bicycles and pedestrians, and designed so that cross flow conflicts with other modes are minimized.

FIGURE M-6 PEDESTRIAN FOCUS AREAS



Fehr & Peers, 2021



Protected bike lane

- **Class II Bike Lane.** Provides a delineated right-of-way assigned to bicyclists to enable more predictable movements, establishing specific lines of demarcation between areas reserved for bicycles and lanes to be occupied by motor vehicles.
- **Class III Bike Route.** Shared facility that serves either continuity to other bicycle facilities or designates preferred routes through high demand corridors.
- **Class IV Separated Bikeway or Cycle Track.** Provides delineated right-of-way assigned to bicyclists that have a physical separation between them and a vehicle. This separation can include parked vehicles, bollards, curbs, or any other physical devise that provides this separation.

Local streets with low vehicle speeds and volume help complete the bicycle network even without signage and formal bike facilities. Although the city has a comprehensive network of Class II bikeways, many of these are on high speed, wide roadways that limit rider comfort on the corridors (whereas the proposed bike path system provides a comfortable, low stress biking environment). As such, this Plan considers bicycle comfort and looks at increasing the connectivity of low stress facilities through street prioritization (e.g., layered networks approach) or through better connections between activity centers and the Class I trails system (e.g., the bicycle freeway system).

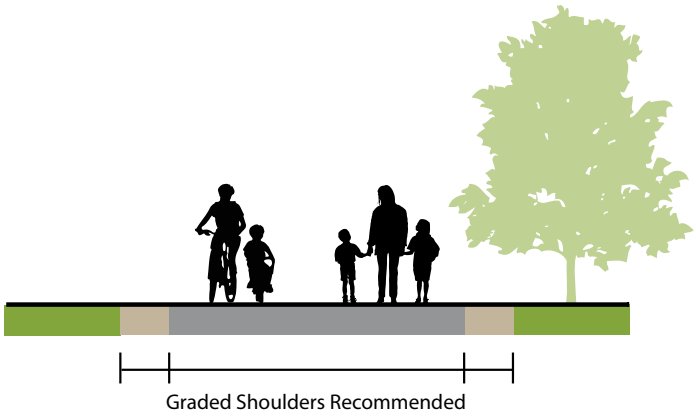
PROPOSED BICYCLE FACILITIES

The bicycle and pedestrian priority network as shown on Figure M-4 has been developed to enhance active transportation on these facilities. Additionally, Healthy RC is launching an Active Transportation Plan in 2021 that will begin an in-depth look at facilities throughout the city which will further refine the guidance provided in this chapter.

Trails as Transportation

Trails are not just for recreation, but also provide opportunity to walk or bike to work, school, and other destinations. While some trails are clearly intended for community members to enjoy the outdoors, others are an essential part of the City's mobility network. As the City grows, the network of trails will also increase providing opportunities for residents to walk rather than drive to their destination As such, some trails may be considered as part of the City's Capital Improvements Program (CIP) similar to roadways and sidewalks.

FIGURE M-7 BIKEWAY CLASSIFICATIONS

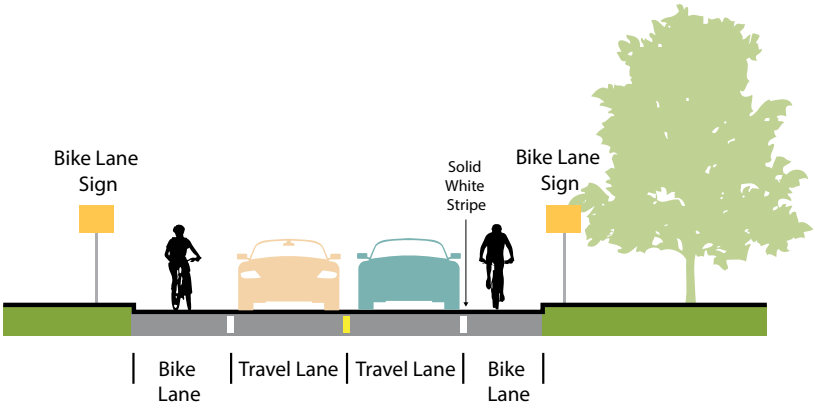


CLASS I - Multi-Use Path

Provides a completely separated right-of-way for exclusive use of bicycles and pedestrians with crossflow minimized.



MUTCD R44A (CA)

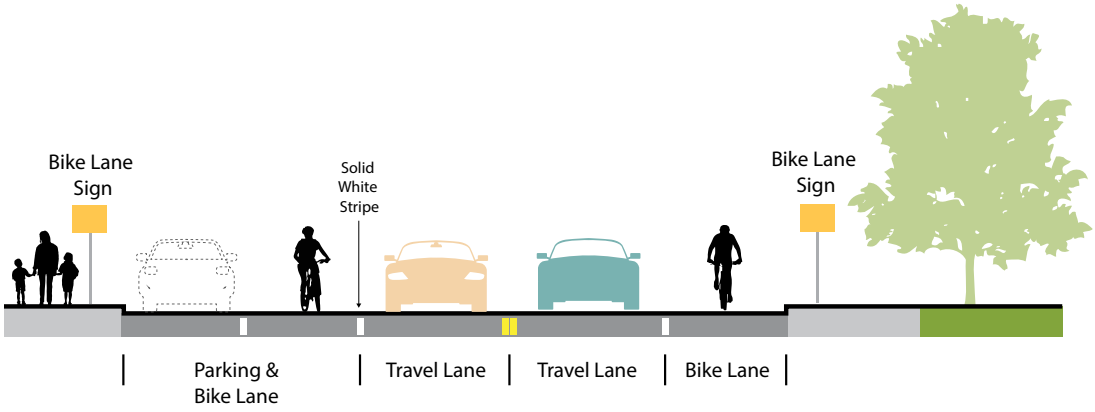


CLASS II - Bike Lane

Provides a striped lane for one-way bike travel on a street or highway.



MUTCD R81 (CA)



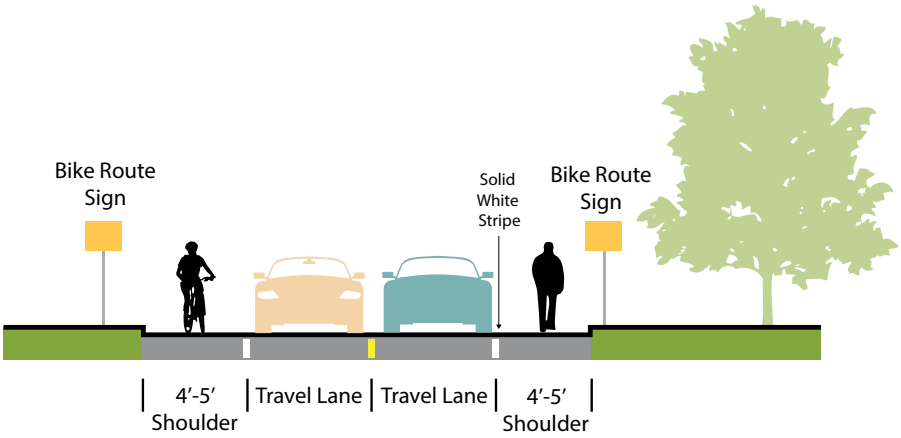
CLASS II - Bike Lane

Provides a striped lane for one-way bike travel on a street or highway.



MUTCD R81 (CA)

FIGURE M-7 BIKEWAY CLASSIFICATIONS (CONT'D)

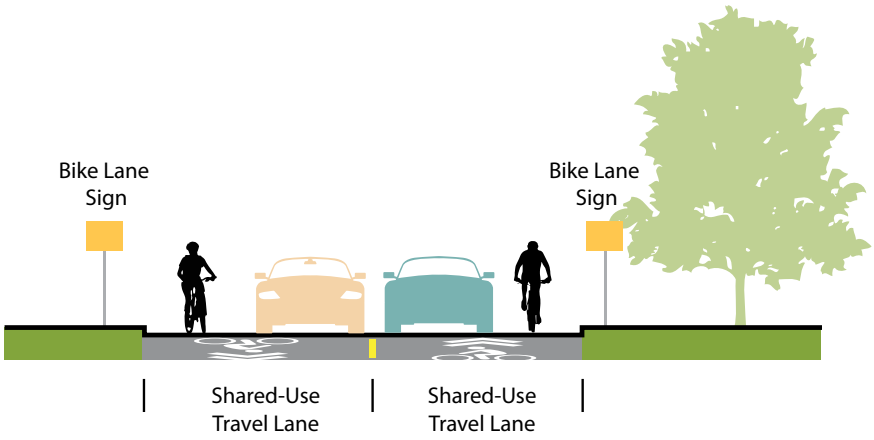


CLASS III - Bike Route

Provides a shared use with pedestrians or motor vehicle traffic, typically on lower volume roadways.



MUTCD D11-1

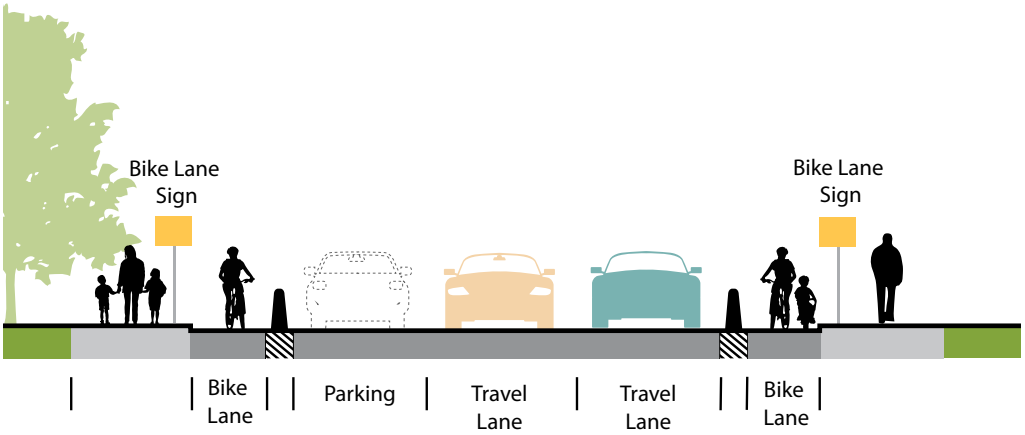


CLASS III - Bike Route

Provides a shared use with pedestrians or motor vehicle traffic, typically on lower volume roadways.



MUTCD D11-1



CLASS IV - Separated Bik (Cycle Track)

Provides a protected lane for one-way bike travel on a street or highway.

SAFETY

Safety for all modes of travel is of utmost importance for the City of Rancho Cucamonga. This safety discussion addresses two key areas. The first is to manage and minimize collisions, especially collisions involving vulnerable users (e.g., pedestrians and bicyclists), and setting a goal to reduce those collisions as much as possible. The second key area relates to emergency response and evacuation.



Safe routes to school

COLLISION PROFILE

While vehicle collisions occur throughout the city, collisions involving a vehicle and pedestrian and/or bicycle were more concentrated in the southwest part of the city. The number of fatal collisions of this type are comparatively higher than collisions involving two vehicles. This plan prioritizes focusing pedestrian infrastructure improvements in the southwest portion of the city to improve safety.

CONNECTIVITY

One key aspect of this chapter is providing connectivity. Although connectivity supports walking and biking in the city, it also provides benefits for emergency personnel by providing additional resiliency and redundancy on the network. Connectivity also provides additional route choices for emergency personnel and improves access during evacuation events in the city. Connectivity is a key cornerstone for undeveloped areas of the city to improve walking and bicycling and to promote accessibility that promotes safety during emergency events.



Grade-separated crossing improves vehicle traffic and enhances safety

FUTURE TRAFFIC OPERATIONS

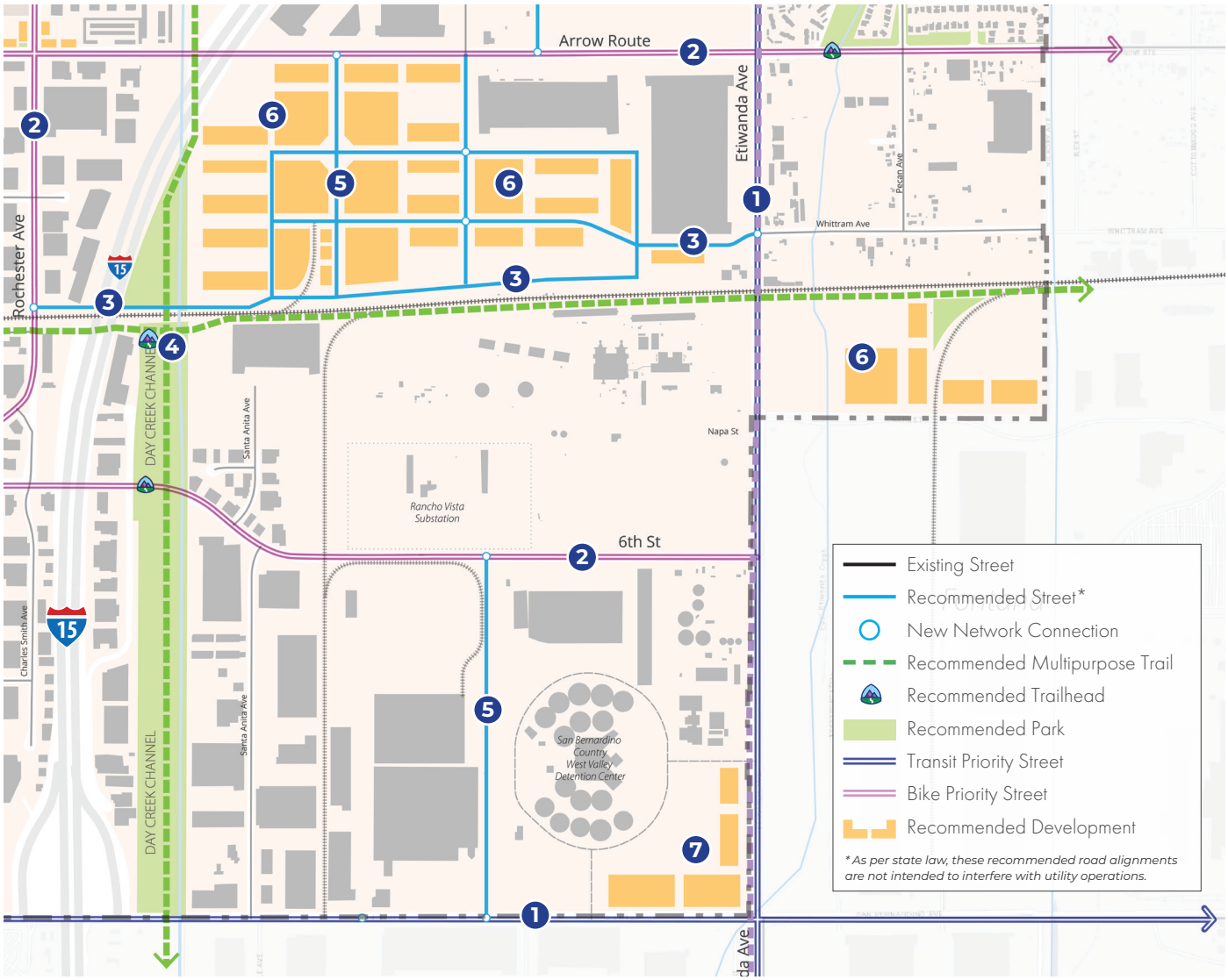
The City desires to adopt a differential level of service policy (e.g., the level of service (LOS) goal for each mode is dependent on the street type, the priority user of the street, and the place the street is connecting people to) customized for different streets. This allows the City to focus on bicycles, pedestrians, and/or transit modes in some areas of the city (such as mixed-use corridors) and also focus on the automobile for key corridors that serve as automotive thoroughfares (like Milliken Avenue). In each case, prioritizing key travel modes provides the City clear direction that guides infrastructure implementation. Additionally, some corridors of the city are built out to their ultimate configuration and further expansion of the system to improve vehicle service levels will result in increased right-of-way costs and/or increased impacts to the environment, both of which are not desirable. In these instances, the City acknowledges the limitations and can accept reduced service levels in these specific locations that are exempt from the City's level of service policies.

NETWORK CONNECTIVITY

An additional key consideration for the City is to enhance roadway network connectivity, particularly the need to complete and connect the network north of State Route 210 (SR-210) and within the Southeast Area. New streets are critical to safe, effective, and efficient vehicular and pedestrian circulation in the city. These facilities are focused on the following key needs identified throughout the planning process:

- Connecting Wilson Avenue throughout the city to provide another east-west travel way north of SR-210.
- Completing 18th Street to connect to Carnelian Street.
- Investigating a westerly connection north of SR-210 to provide additional accessibility (especially in the event of an emergency).
- New connections for circulation, accessibility, and emergency accessibility in the Southeast Area. This includes creating a new north-south connection west of Etiwanda Avenue, completion of the 6th Street connection into this area, and a new east-west connection between Rochester Boulevard and the Southeast Area. The improved network connectivity is also shown on Figure M-8. Because the city's utility infrastructure and service providers play an important role in the quality of life for the community, if the planned streets would unreasonably interfere with the primary utility function on utility owned parcels, the final location of those street segments would be designed to accommodate the current and prospective utility needs of the community to the greatest extent possible. Except for the one identified east-west road, this General Plan's circulation network omits any public streets through property owned by Southern California Edison in the Southeast Area, as depicted in Figures M-8 and FA-9.

FIGURE M-8 PROPOSED STREET NETWORK IN SOUTHEAST AREA



** Diagram is shown for illustrative purposes only.*

1. Consider improving Etiwanda Avenue and 4th Street to facilitate active transportation and transit.
2. Consider improving Arrow Route, Rochester Avenue and 6th Street with buffered or separated bike lanes.
3. Extend Whittram Avenue from Etiwanda Avenue to Rochester Avenue and under the I-15 to provide better access to the Southeast Area.
4. Consider creating a new trailhead/park at the intersection of the new 8th Street multipurpose trail and potential trail along Day Creek Channel.
5. Develop a more complete, modern, multi-modal street network for improved circulation and access. The street network in this area is at or near capacity. If the legacy heavy industrial uses redevelop, additional east-west street capacity between Rochester Avenue and Etiwanda Avenue and north-south street capacity between Arrow and 6th Street will be needed.
6. Strategically infill development in a range of building and lot sizes to accommodate various industrial activities.
7. Infill development fronting Etiwanda Avenue and 4th Street.



Freight rail train

GOODS MOVEMENT

Goods movement plays an important role in both the circulation network and the economy of Rancho Cucamonga. Often, it can be difficult to accommodate trucks and other vehicles without impeding other travel modes or the well-being of residents. Due to its important location between two freeways and its role of logistics in the local economy, effectively accommodating goods movement along city roadways is critical for local transportation planning.

TRUCK ROUTES

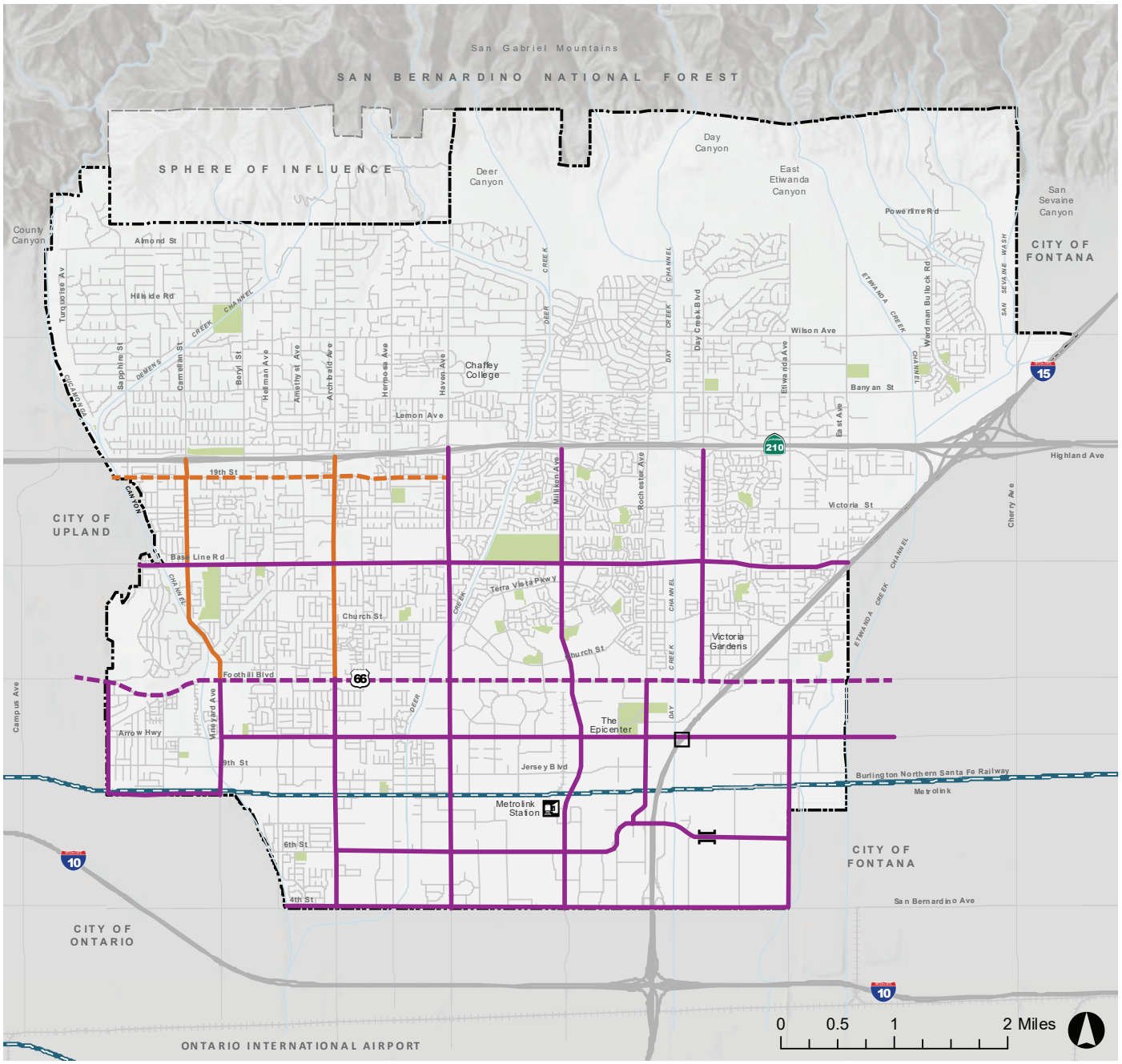
Truck traffic on city streets is restricted to specific routes that are designated for through-traffic of trucks over three tons. These designated truck routes have been adopted through City ordinance and are shown in Figure M-9 for context within this chapter. These truck routes help to facilitate the movement of goods throughout the city, while providing a connection between major freeway facilities to local roadways. Trucks are allowed on designated routes even if they do not have an origin or destination within the city.

Technological innovation is presenting opportunities to improve the efficiency of goods movement in the future, especially with the recent increase in online shopping and delivery due to COVID-19. The future of truck travel in the state will continue to evolve. Autonomous trucks and electrification of the truck fleet will be phased in over the next 5 to 20 years. Rancho Cucamonga supports this innovation, as this technology will improve safety and improve health for the community.

FREIGHT RAIL

Local freight service operates through trackage rights on the Metrolink San Gabriel subdivision (formerly owned by Santa Fe Railroad) through Rancho Cucamonga—the same line that carries Metrolink trains on the San Bernardino line. Citywide, railroad lines cross most streets at grade, including on Vineyard, Hellman, Archibald, Hermosa, Rochester, and Etiwanda Avenues. The grade separated crossings at Milliken Avenue and Haven Avenue have been constructed along these key travel corridors. A grade separation at Etiwanda Avenue and the BNSF Railway line is currently under design to better accommodate truck traffic.

FIGURE M-9 TRUCK ROUTES



Note: See Figure M-8 for information on additional capacity needs in the Southeast Area.

Fehr & Peers, 2020 | Sources: City of Rancho Cucamonga, 20191

- Truck Routes
- Truck Routes (38-Foot Kingpin Limit)
- Consider Potential Removal
- Proposed Interchange
- Proposed Railroad Grade Separation
- City Boundary
- Sphere of Influence
- Cucamonga Station
- Metrolink
- Railroads
- Parks



Connected and autonomous cars

FUTURE OF TRANSPORTATION

To prepare for the wave of emerging changes in transportation technology, this chapter identifies policies and actions that would enable the City to meet its community goals. In this changing mobility landscape, there are great opportunities to be national leaders by connecting the dots between disruptive trends, existing transportation governance, and funding structures. It is also important to be aware about what the future mobility options should and should not do.

The following disruptive trends have changed mobility choices over the past five years and will change our mobility options into the future:

- **Transportation Network Companies (TNCs):** also called a ride-hailing service, are companies like Uber and Lyft that provide on-demand rides for passengers with mobile apps or websites. TNCs tend to increase demand for curb space but can decrease the demand for parking. They are useful to reduce the instances of driving under the influence and increase people's accessibility to automotive travel.
- **Autonomous Vehicles (AVs):** are vehicles that are capable of driving with limited or no human involvement. There are six levels of autonomy (0-5) that range from issuing warnings and momentary interventions with the human driver to a fully automated machine which requires no human involvement to operate. AVs can either reduce VMT in the future (if they are priced accordingly and are implemented through a shared vehicle experience) or can increase VMT if they are implemented in an owned vehicle experience.
- **Connected Vehicles (CVs):** are vehicles that can interact with one another and/or with infrastructure. Some CVs can also be autonomous vehicles; however, CVs can be human operated. Given the potential to integrate CVs with infrastructure, ensuring that future infrastructure is set up to handle the increased communications associated with CVs is important and can be inexpensive when considered early in the design process by including additional conduit capacity or power availability. The City will need to continue investing in its Advanced Traffic Management System (ATMS) to both manage exiting traffic but ensure compatibility as more CVs enter the vehicle fleet and require information infrastructure for communications.
- **Car sharing services are services that allow consumers access to a vehicle without owning a personal car.** Car share services typically charge a monthly or yearly membership fee and an hourly rate for access to its shared vehicle fleet.
- **Micromobility:** is a combination of emerging trends including bike share, e-scooters, and e-bikes.
- **Bike Sharing Services:** bike sharing services operate like car sharing services in that consumers can rent from a shared bicycle fleet.

- **Electric Scooters and Bikes:** E-scooters and e-bikes are powered by an electric motor to propel riders along streets and up hills.
- **Microtransit:** is defined as a privately-operated transit system, which in many cases mirrors the operations of public transit agencies along select routes. Microtransit operators can be highly flexible, tailoring their operations to match short-term or long-term changes in travel behavior.

GOALS AND POLICIES

GOAL MA-1 REGIONAL MOBILITY HUB. A multimodal transportation hub that connects regional and local destinations.

MA-1.1 **Transportation Leadership.** Take a leadership role in local and regional transportation related planning and decision making.

MA-1.2 **Cucamonga Station Redevelopment.** Support redevelopment in and around the Cucamonga Station to support transit-oriented development.

MA-1.3 **Funding.** Support federal, statewide, and regional infrastructure funding for transit and transportation.

MA-1.4 **Local Mobility Hub.** Require new development at mobility hubs and key stops along the future bus rapid transit and future transit circulator system to facilitate first mile/last mile connectivity to neighborhoods.

MA-1.5 **Provide Mobility Options.** Provide roadway connections and local mobility hubs designed to capture 80% of the population and employment south of Base Line Road.

MA-1.6 **Boulevard Implementation.** Require boulevards with high-quality transit to not only account for how transit service is impacted by the geometry of the corridor, but also by signal timing, signal phasing, turns, and other operations that may jeopardize the quality of service.

GOAL MA-2 ACCESS FOR ALL. A safe, efficient, accessible, and equitable transportation system that serves the mobility needs of all users.

MA-2.1 **Complete Streets.** Require that new roadways include provisions for complete streets, balancing the needs of all users of all ages and capabilities.

MA-2.2 **New Streets.** To achieve the vision for transportation and mobility in the city, the final design, location, and alignment of streets shall provide levels of access, connectivity, and circulation consistent with the conceptual layouts shown in this Mobility and Access Chapter.

MA-2.3 **Street Design.** Implement innovative street and intersection designs to maximize efficiency and safety in the city. Use traffic calming tools to assist in implementing complete street principles. Possible tools include roundabouts, curb extensions, high visibility crosswalks, and separated bicycle infrastructure.

MA-2.4 **Street Connectivity.** Require connectivity and accessibility to a mix of land uses that meets residents' daily needs within walking distance.

MA-2.5 **Street Vacations.** Prioritize pedestrian and utility connectivity over street vacations.

MA-2.6 **Context.** Ensure that complete streets applications integrate the neighborhood and community identity into the street design. This can include special provisions for pedestrians and bicycles.

MA-2.7 **Roadway Scale.** Balance roadway size and design configuration to ensure that vehicular speeds, volumes and turning movements do not compromise the safety and comfort of pedestrians and bicyclists.

MA-2.8 **Facility Service Levels.** Maintain level of service (LOS) D for priority modes on each street; LOS E or F may be acceptable at intersections or segments for modes that are not prioritized. The City will develop a list of intersections and roadways that are protected from this level of service policy where 1) maintaining the standard would be a disincentive to walking, biking or transit; 2) constructing facilities would prevent the City from VMT reduction goals or other priorities, and ; 3) maintaining the standard would be incompatible with adjacent land uses and built forms.

MA-2.9 **High-Quality Pedestrian Environment.** Enhance sidewalks to create a high-quality pedestrian environment, including wider sidewalks, improved pedestrian crossings, buffers between sidewalks and moving traffic, pedestrian lighting, wayfinding signage, shade trees, increased availability of benches, end of cul-de-sac access, etc.

MA-2.10 **Block Pattern.** Require development projects to arrange streets in an interconnected block pattern, so that pedestrians, bicyclists, and drivers are not forced onto arterial streets for inter- or intra- neighborhood travel.

MA-2.11 **Master Planning.** Master plan sites so as to ensure a well-structured network and block pattern with sufficient access and connectivity; especially in all focus areas, including the Cucamonga Town Center, Etiwanda Heights Town Center, and the Southeast Industrial Area.

MA-2.12 **Transportation Demand Management.** Require new projects to implement Transportation Demand Management strategies, such as employer provided transit pass/parking credit, high-speed communications infrastructure for telecommuting, carpooling incentives, etc.

MA-2.13 **Healthy Mobility.** Provide pedestrian facilities and class II buffered bike lanes (or separated bikeways) on auto-priority streets where feasible to promote active transportation.

MA-2.14 **Bicycle Facilities.** Enhance bicycle facilities by maintaining and expanding the bicycle network, providing end-of-trip facilities (bike parking, lockers, showers), improving bicycle/transit integration, wayfinding signage, etc.

GOAL MA-3 SAFETY. A transportation network that adapts to changing mobility needs while preserving sustainable community values.

MA-3.1 **Pedestrian and Bicycle Networks.** Maintain the Active Transportation Plan supporting safe routes to school, and a convenient network of identified pedestrian and bicycle routes with access to major employment centers, shopping districts, regional transit centers, and residential neighborhoods.

MA-3.2 **Traffic Safety.** Prioritize transportation system improvements that help eliminate traffic-related fatalities and severe injury collisions.

MA-3.3 **Vulnerable User Safety.** Prioritize pedestrian improvements in the Pedestrian Priority Area shown on Figure 8 to promote safety in the southwest area of the city.

MA-3.4 **Emergency Access.** Prioritize development and infrastructure investments that work to implement, maintain, and enhance emergency access throughout the community.

GOAL MA-4 GOODS MOVEMENT. An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety and smooth traffic flow for residents and businesses.

MA-4.1 **Truck Network.** Avoid designating truck routes that use collector or local streets that primarily serve residential uses and other sensitive receptors.

MA-4.2 **Southeast Area Connectivity.** Require new development in the Southeast Area to provide the necessary infrastructure to maintain access and public safety as shown on Figure M-8.

MA-4.3 **Future Logistics Technology.** Support and plan for electrification and autonomy of the truck fleet.

MA-4.4 **Rail Access.** Avoid abandonment of rail access to industrial parcels or utilize such right of way to balance and enhance other connectivity goals within the City (such as pedestrian/bicycle trails).

MA-4.5 **Grade Separation.** Support the construction of grade separations of roadways and trails from rail lines.

GOAL MA-5 SUSTAINABLE TRANSPORTATION. A transportation network that adapts to changing mobility needs.

MA-5.1 **Land Use Supporting Reduced VMT.** Work to reduce VMT through land use planning, enhanced transit access, localized attractions, and access to non-automotive modes.

MA-5.2 **Emerging Technologies.** Prioritize investments in critical infrastructure and pilot programs to leverage proven new transportation technology.

MA-5.3 **Funding.** Remain flexible in the pursuit and adoption of transportation funding mechanisms that fund innovative transportation solutions.

MA-5.4 **Intelligent Systems Preparation.** Upgrade the City's ATMS and communications systems to ensure that the City meets the intelligent transportation system demands of today while planning for future demands associated with AVs and CVs.



Bicycle repair station



Multipurpose path



Omnibus transit center



Car charging station



High visibility crosswalk

Housing



HOUSING IS..

one of the most basic human needs and recognized as a fundamental right under California law. Planning for housing in a community usually addresses the following three aspects:

- **Availability.** Housing growth that is keeping in pace with population and job growth.
- **Adequacy.** A housing inventory that provides a variety of housing options to meet the diverse housing needs in the community and offers a safe and decent living environment for all residents.
- **Affordability.** A housing inventory that offers a range of price points that would be considered affordable to all socioeconomic segments of the population.

STATE LEGAL REQUIREMENTS

The 2021-2029 Housing Element represents the City of Rancho Cucamonga's effort in fulfilling the requirements under State Housing Element law. The California State Legislature has identified the attainment of a decent home and suitable living environment for every Californian as the State's major housing goal. Recognizing the important role of local planning and housing programs in the pursuit of this goal, the Legislature

has mandated that all cities and counties prepare a Housing Element as part of the comprehensive General Plan. Unlike all the other elements of the General Plan, the Housing Element must be approved by the State and includes a substantial amount of information that is both duplicative, and more detailed than the rest of the General Plan. As such, the approved Housing Element is summarized here, included in its entirety as an appendix to this General Plan, and incorporated herein by reference.

Pursuant to State law, the Housing Element must be updated periodically according to statutory deadlines. This Housing Element covers the planning period of October 15, 2021 to October 15, 2029.



HEART OF THE MATTER

The Housing Element focuses on understanding the housing needs in Rancho Cucamonga and sets forth its best plan of actions to meeting those needs through residential land use planning and programmatic efforts. A key component of housing planning for Rancho Cucamonga is the amount and location of new housing in the community. For Housing Element purposes, the planning for housing growth is mandated by State law through the Regional Housing Needs Assessment (RHNA) process. California General Plan law requires each city and county to have land zoned to accommodate its fair share of the regional housing need. For this Housing Element (2021-2029), the City of Rancho Cucamonga has been allocated a RHNA of 10,525 units, divided into the following income categories in relation to Area Median Income (AMI):

- Very Low Income (up to 50 percent AMI) – 3,245 units
- Low Income (51-80 percent AMI) – 1,920 units
- Moderate Income (81-120 percent AMI) – 2,038 units
- Above Moderate Income (>120 percent AMI) – 3,322 units

The Housing Element, in connection with the Land Use Element, must demonstrate adequate sites to accommodate at least 10,525 units. As demonstrated in the complete Housing Element included as an appendix to this General Plan, the City has identified adequate sites to accommodate the need for all of these income groups



Homebuilding

OVERVIEW OF THIS CHAPTER

This chapter summarizes a much larger evaluation of housing need and potential included as an appendix to this General Plan. The overarching focus for the City is to provide housing for people who live here now, and who may want to live here in the future.

The following goals serve to guide and direct long-term planning for housing in the City of Rancho Cucamonga.

- **Goal H-1 Housing Opportunities.** A diverse community with a broad range of housing types and opportunities to accommodate expected new households.
- **Goal H-2 Affordable Housing.** A city where housing opportunities meet the needs of all socioeconomic segments of the community.

The approach for this chapter was to move beyond the state mandated RHNA requirements and embrace the business and community need to provide housing as an opportunity rather than an obligation. The design ideas for housing styles are aligned with the Land Use and Community Character chapter and incorporated into the vision for the future.

HOUSING AFFORDABILITY

Housing is generally considered affordable if a household spends no more than 30 percent of its gross household income on housing costs (rent or mortgage, utilities, taxes, and insurance). Households experiencing housing cost burden may face other housing programs such as overcrowding or residing in sub-standard housing. Households experiencing severe cost burden (spending more than 50 percent of house-hold income on housing costs) could be at risk of becoming homeless in the event of loss of employment or income.

Affordable housing, especially housing that is affordable to very low- and low-income households, is not typically produced by the market. The City must, through land use policies and development regulations, as well as incentives, facilitate and encourage the development of affordable housing and help mitigate the costs of development.

HOUSING PLAN

The previous sections of this Housing Element provided an assessment of the City's housing needs, an assessment of constraints to the development of housing, and an inventory of housing resources. This section establishes the City of Rancho Cucamonga's strategy for addressing the housing needs and mitigating constraints with available resources.

GOALS AND POLICIES

H-1 Housing Opportunities. A diverse community with a broad range of housing types and opportunities to accommodate expected new households.

H-1.1 **RHNA Requirement.** Encourage the development of a wide range of housing options, types, and prices that will enable the City to achieve its share of the RHNA .

H-1.2 **Elderly and Disabled Household Needs.** Recognize the unique characteristics of elderly and disabled households and address their special needs.

H-1.3 **Accessory Dwelling Units.** Facilitate the development of accessory dwelling units to provide additional housing opportunities pursuant to State law and established zoning regulations.

H-2 Affordable Housing. A city where housing opportunities meet the needs of all socioeconomic segments of the community.

H-2.1 **Rental Assistance Programs.** Encourage the use of rental assistance programs to assist lower income households and support the Housing Authority of the County of San Bernardino (HACSB) applications for additional vouchers to meet the needs of lower income households.

H-2.2 **Mobile Home Park Accord.** Support the Mobile Home Park Accord voluntary rent stabilization as a means of keeping rents at reasonable levels.

H-3 Homelessness. A compassionate community with a wide range of options and support for the housing insecure and those experiencing homelessness. .

H-3.1 **Homeless Services.** Provide assistance as it becomes available towards efforts of local organizations and community groups to provide emergency shelters, transitional housing opportunities, and services to the City's homeless population and those at-risk of homelessness.

H-3.2 **Homeless Programs.** Participate with adjacent communities toward the provision of a sub-regional shelter program and encourage the County to develop a comprehensive homeless program.

H-4 Housing Quality. A community with quality, healthy housing.

H-4.1 **Mills Act Contracts.** Encourage rehabilitation and preservation of historic residences through participation in Mills Act contracts.

H-4.2 **Substandard Housing.** Encourage the revitalization and rehabilitation of substandard residential structures.

H-4.3 **Residential Rehabilitation.** Focus rehabilitation to neighborhoods with deteriorating units.

H-4.4 **Home Improvement Programs.** Implement the Home Improvement Programs to benefit lower income single-family homeowners and mobile homeowners.

H-4.5 **Housing Maintenance.** Actively encourage the maintenance of existing housing in to as to maintain the housing stock in sound condition.

H-4.6 **Code Enforcement.** Utilize concentrated Code Enforcement programs to target specific areas or problems when the need and community support warrants such activity.

H-5 Government Constraints. A city with an efficient process for improving and developing housing.

H-5.1 **Development Review Processes.** Consider new polices, codes, and procedures that have the potential to reduce procedural delays, provide information early in the development process regarding development costs, and charge only those fees necessary to adequately carry out needed public services and improvements.

H-5.2 **Fee Schedule.** Periodically review and update the City's fee schedule and the methodology on which the fees are based to determine the necessary costs for providing adequate public services and public improvements to ensure the continued health, safety, and welfare of the community.

H-5.3 **Development Review Process.** Facilitate the development review process for new housing through multiple techniques, including staff assistance, public information, articles in the City's newsletter, informal meetings with applicants, and Preliminary Review applications to address technical issues and facilitate the production of quality housing.

H-5.4 **Development Standards.** Evaluate and adjust as appropriate residential development standards, regulations, and processing procedures that are determined to constrain housing development, particularly housing opportunities for lower and moderate income households and for persons with special needs.

H-6 Equal Housing Opportunities. An equitable community that provides equal housing opportunities for all residents.

H-6.1 **Reduce Housing Discrimination.** Explore and consider programs that will reduce the incidence of housing discrimination within the City.

H-6.2 **Land Use Plan.** Facilitate development projects that will improve a neighborhood's access to resources and opportunities.

H-6.3 **Fair Housing Outreach and Education.** Support outreach and education efforts to actively further fair housing practices and understanding of fair housing rights, with emphasis on proactive education and voluntary compliance, as well as through legal enforcement on a case-by-case basis, including, but not limited to, assistance with the resolution of tenant/landlord disputes and housing discrimination complaints.

H-6.4 **Accessible or Barrier-Free Housing.** Encourage the provisions of disabled-accessible units and housing for the mentally and physically disabled.

Public Facilities & Services



PUBLIC FACILITIES ARE..

vital to any city's health, safety, livability, and economic well-being. Public facilities in the City of Rancho Cucamonga include the Civic Center, community sports complexes, family resource center, cultural and senior centers, fire stations, public works facilities, and libraries. An efficient and reliable system of public facilities and infrastructure is essential as the city grows. Every built facility has a useful service life therefore the City needs to plan for both expansion and maintenance. Likewise expanding services requires an ongoing investment in terms of training and support. While new facilities are often funded by new development, maintenance responsibility for existing facilities generally falls to the City's existing residents. Many of the essential utilities in the city are not under City jurisdiction however the City works closely with the service providers to ensure a collaborative approach to meeting the needs of our residents.

STATE LEGAL REQUIREMENTS

California Government Code Section 65302(a) states that the Land Use Element of the General Plan must identify the location and designation of land for public uses and utilities. This Chapter has been prepared to address these issues, in addition to other issues involving the City's public facilities and services. All other land uses are discussed in detail in Volume 2 Chapter 1 of this General Plan.



HEART OF THE MATTER

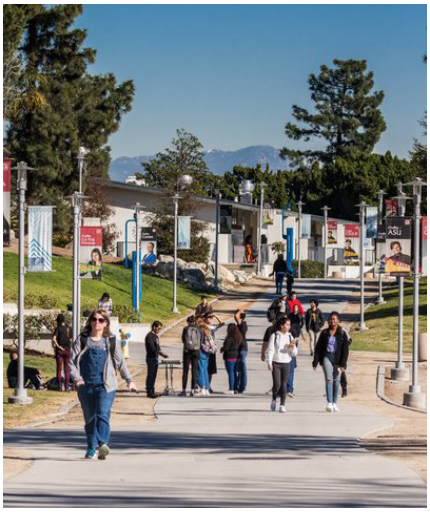
Public facilities are the community's gathering places, where people can go to participate in local government, attend community events, recreate, obtain information, and learn about resources in the community. Each of the City's different community centers provides a different focus to meet the needs of the area and populations served. Certain facilities, such as the two community centers located in Central Park, provide indoor spaces that are flexible and able to accommodate many uses, including fitness and athletic activities, childcare, information and referral for human services, space for nonprofit groups, nutrition services, special event rentals, and classrooms. The City invests in the future through development of public facilities and the services it can offer to the community.

OVERVIEW OF THIS CHAPTER

The facilities and services provided in Rancho Cucamonga are world class and it is a matter of community pride that the services are responsive to the needs of the people. This Chapter ensures that future growth does not negatively affect impact the facilities or reduce services.

The following goals serve to guide and direct long-term planning of public facilities and services in the City of Rancho Cucamonga.

- **Goal PF-1 State-of-the-Art Facilities.** Residents enjoy state-of-the-art public and community facilities that support existing programs, accommodate future needs, and are accessible to all members of the community.
- **Goal PF-2 Education.** All residents have access to high-quality educational opportunities.
- **Goal PF-3 Libraries.** High-quality library resources are provided to meet the educational, cultural, civic, and general business needs of all residents.
- **Goal PF-4 Animal Care.** Animal care and services are provided, including facilitation of adoptions, promotion of animal health and safety, and animal awareness education.
- **Goal PF-5 Water-Related Infrastructure.** Water and wastewater infrastructure facilities are available to support future growth needs and existing development.
- **Goal PF-6 Solid Waste.** The volume of solid waste that enters regional landfills is minimized and the amount of recycling increased.
- **Goal PF-7 Communications.** Access to high-quality established and emerging communications technologies is improved for individuals, businesses, educational institutions, and government functions.



Chaffey College

CITY FACILITIES

The City of Rancho Cucamonga manages a comprehensive range of community facilities to meet the varied needs of residents and businesses. Table PF-1, Community Facilities, and Figure PF-1, Public Facilities, identify the categories of public facilities located in Rancho Cucamonga.

SCHOOLS

Four elementary school districts and one high school district serve residents of Rancho Cucamonga. The city also has many private K-12 schools.

CHAFFEY COMMUNITY COLLEGE

Chaffey Community College serves the Rancho Cucamonga community and surrounding region. Founded in 1883 as a private college, Chaffey has been a publicly funded college since 1916 and is accredited by the Western Association of Schools and Colleges. Chaffey Community College is a full-service community college occupying a 200-acre site along north Haven Avenue. The college offers a wide range of educational programs, including the following schools: Business and Applied Technology; Health Sciences; Language Arts; Mathematics and Science; Social and Behavioral Sciences; and Visual, Performing, and Communication Arts.

LIBRARY SERVICES

Rancho Cucamonga Public Library was established in 1994 when the City assumed operation of the local library from the San Bernardino County Library System. In addition to the circulation and processing of library materials, the City's Library Services Department is responsible for children's services, programs, and special events; adult information services; and adult and family literacy services. The Rancho Cucamonga Public Library has two library facilities and is consistently one of the busiest library systems in California.

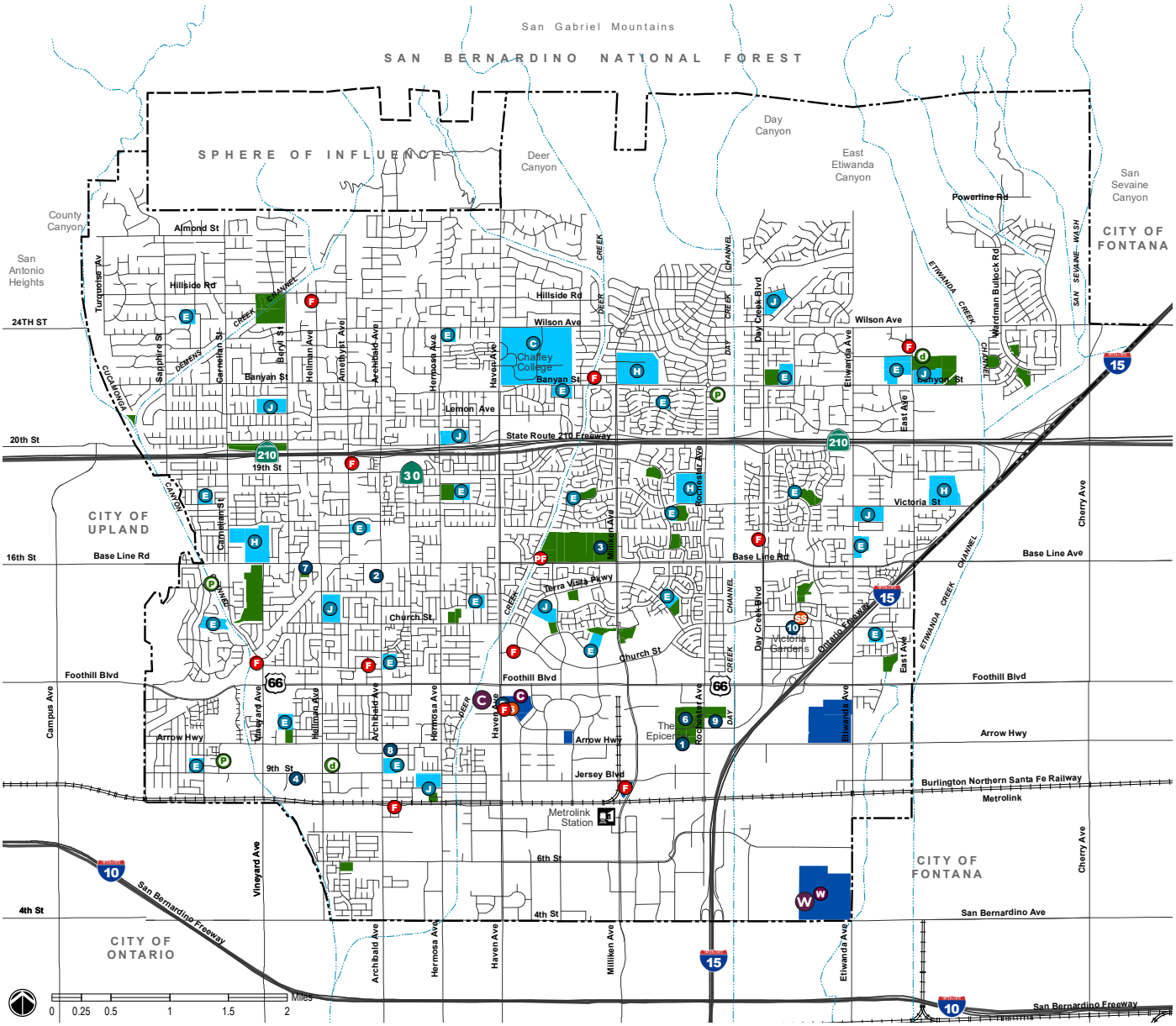
The Paul A. Biane Library is part of the Victoria Gardens Cultural Center and is home to a book and media collection of approximately 100,000 items and features amenities such as a 21-seat technology center, a story room, a traditional reading room with a fireplace, a homework center, and the Local History Room.

The Rancho Cucamonga Public Library offers programs and services for people of all ages, including a bookmobile, technology classes, story time for children, programs for teens, book clubs, literacy programs, and special programs that all help develop healthy minds.

TABLE PF-1 COMMUNITY FACILITIES

FACILITY	ADDRESS	FEATURES
CITY GOVERNMENT FACILITIES		
Animal Care and Adoption Center	11780 Arrow Highway	· Animal care and adoption services
Archibald Library	7368 Archibald Avenue	· Library
Central Park	11200 Base Line Road	· Goldy S. Lewis Community Center · James L. Brulte Senior Center
Corporate Yard	9153 9th Street	· City maintenance and storage facility
Civic Center	10500 Civic Center Drive	· City Hall · Fire Protection District Offices · Rancho Cucamonga Police Department
Epicenter/Adults Sports Complex	8408 Rochester Avenue	· Minor league baseball stadium and sports fields
Lions Center East	9191 Base Line Road	· Multi-use facility
Lions Center West	9161 Base Line Road	· Multi-use facility
RC Family Resource Center	9791 Arrow Route	· Social services center
RC Sports Center	8303 Rochester Avenue	· Indoor sports facility
Victoria Gardens Cultural Center	12505 Cultural Center Drive	· Paul A. Biane Library · Lewis Family Playhouse · Celebration Hall · Bank of America Imagination Courtyard
SAN BERNARDINO GOVERNMENT FACILITIES		
San Bernardino/Foothill Communities Law and Justice Center	8303 North Haven Avenue	· San Bernardino County Superior Court (Located at Civic Center)
West Valley Detention Center	9500 Etiwanda Avenue	· San Bernardino County Sheriff's Department jail facility

FIGURE PF-1 CITY FACILITIES



Note: Location of future parks are not fixed and may be adjusted to accommodate future planning needs.

Source: Rancho Cucamonga, 2001 and San Bernardino County Assessor, 2009

Schools and Parks

- E Elementary School
- J Junior High/Middle School
- H High School
- C College
- P Future Park
- d Dog Park

Public Safety Facilities

- F Fire Station
- PF Future Fire Station
- S Sheriff's Station
- SS Sheriff's Sub-Station

San Bernardino Government Facilities

- C Rancho Cucamonga Courthouse
- W West Valley Detention Center

City Facilities

1. Animal Care and Adoption Center
2. Archibald Library
3. Central Park: Senior and Community Centers
4. City Corporate Yard
5. Civic Center
6. Epicenter/Adult Sports Complex
7. Lions Center East and West
8. RC Family Resource Center
9. RC Sports Center
10. Victoria Gardens Cultural Center (Theater/Library)

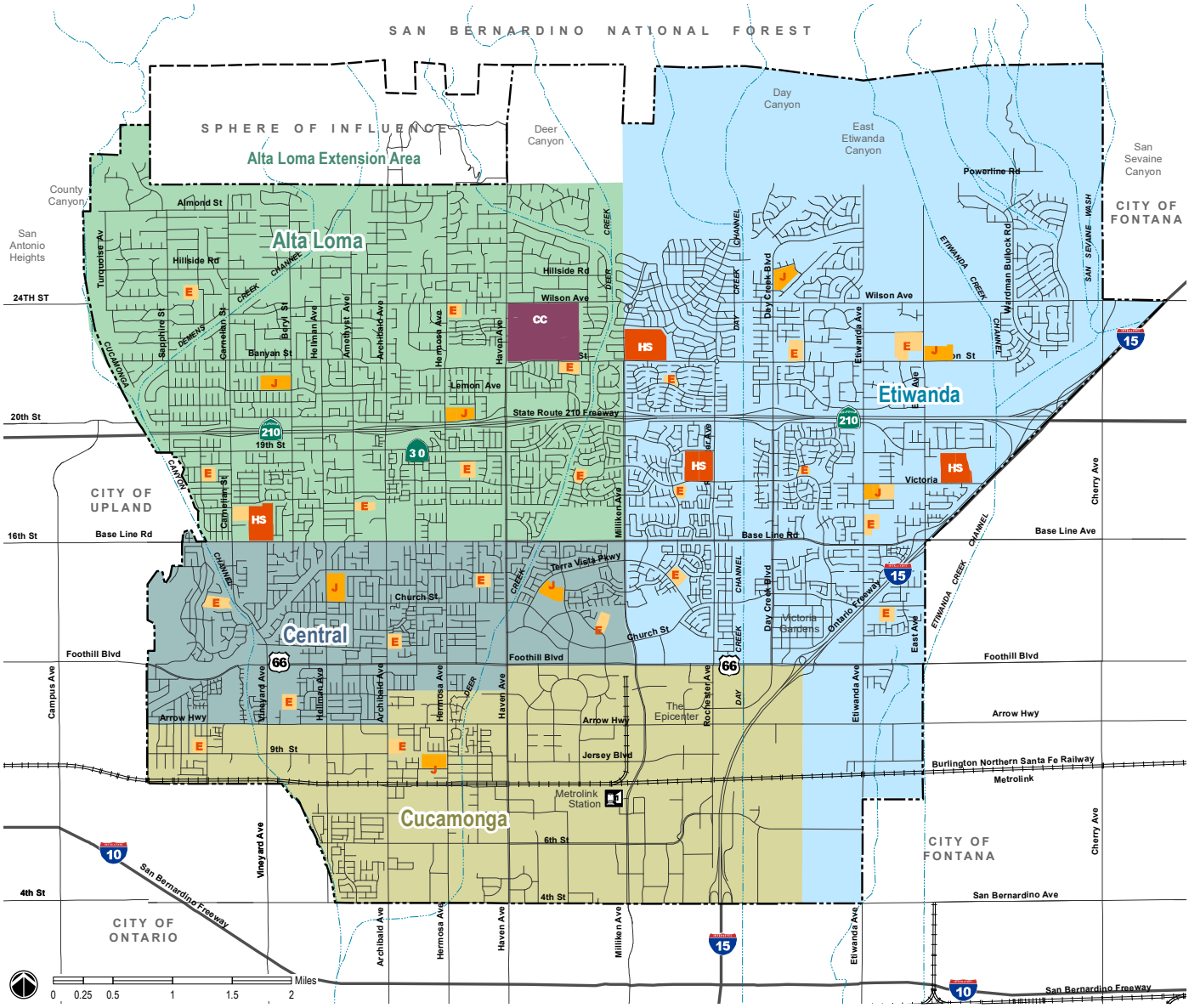
Public Facility Land Use

- Civic/Regional
- Schools
- Parks

Base Layer

- City Boundary
- Sphere of Influence
- Waterways
- Freeway
- Roads
- Railroads

FIGURE PF-2 SCHOOL FACILITIES



School Districts

- Alta Loma School District
- Central School District
- Cucamonga School District
- Etiwanda School District

School Types

- E — Elementary School
- J — Junior High/Middle School
- HS — High School
- CC — Chaffey Community College

- City Boundary
- Sphere of Influence
- Waterways
- Freeway
- Roads
- Railroads

Sources: Etiwanda School District, Alta Loma School District, Cucamonga School District, and Central School District



Rancho Cucamonga Animal Center

ANIMAL CARE AND SERVICES

The Rancho Cucamonga Animal Care and Adoption Center is managed by the Animal Care and Services Department and provides the community with services specific to animals. The Department's goal is to build a community in which every adoptable pet finds a home. The Department also provides public health and safety programs oriented toward animal care and community service. Some of the services provided include homeless animal adoptions; services for lost animals, medical care, and foster care for sick, injured, or young animals; low-cost vaccination clinics; spay and neuter services; licensing; microchipping; and public awareness and education programs on animal care.

In addition to pets, the Department reaches out to increase public awareness regarding wild animals. Development in the foothills can impact natural open space, displacing animals that are involuntarily forced to live closer to urban development. The Department looks to minimize wildlife accidents on roads and deter raccoons, opossums, skunks, mice and rats, mountain lions, birds, and coyotes from urban areas. Department programs emphasize education over extermination.

INFRASTRUCTURE

Rancho Cucamonga requires a sophisticated system of public facilities and infrastructure to keep the City running. Water distribution and wastewater facilities are necessary for the daily needs of residential and non-residential uses. Integrated waste management and flood control facilities help ensure the health and safety of the community. The City depends upon state-of-the-art telecommunications infrastructure for fast and efficient methods of obtaining and transmitting information and data. Maintaining and adding new infrastructure systems are costly but vital to the long-term health and prosperity of the community. The City of Rancho Cucamonga is committed to providing the most affordable options for ensuring a high-quality infrastructure system.

WATER FACILITIES

Water service in most of the city is provided by the Cucamonga Valley Water District (CVWD), a special district created as a separate entity from the City, and with the sole purpose of providing high-quality, safe, and reliable water services. In addition to Rancho Cucamonga, CVWD serves portions of the cities of Upland, Ontario, and Fontana, and some unincorporated areas of San Bernardino County. CVWD continues to refine and improve its water system maintenance and operation procedures to ensure reliability. Its maintenance practices help reduce water loss from leaks in the distribution system, which contributes to the amount of available potable water in the city. Areas in the city south and east of I-15 is

served by the San Gabriel Valley Water Company: Fontana Water Company Division. The Fontana Water Company also provides water to Fontana, and parts of Rialto and portions of the unincorporated area of San Bernardino County.



Recycled water

WATER TREATMENT

With a large portion of water coming from local sources that include canyon surface waters and groundwater, CVWD has developed three water treatment facilities so that water quality meets all Federal and State requirements. Water that is imported from the Metropolitan Water District is treated at the Lloyd W. Michael Water Treatment Plant. The treated water flows into storage reservoirs and then into the distribution system. Groundwater and surface water is treated at the Arthur H. Bridge and Royer Nesbit Water Treatment Plants. After treatment, the water is stored in enclosed reservoirs ready for distribution to consumers.

WATER QUALITY

The United States Environmental Protection Agency (EPA), and the State Water Resources Control Board are the agencies responsible for establishing drinking water quality standards. To ensure that drinking water is safe for consumption, the EPA sets Federal regulations and the State Water Board establishes State regulations that limit the amounts of certain contaminants in water provided by public water systems. CVWD mails an annual Water Quality Report to customers.

WASTEWATER

Wastewater conveyance (pipes and pump stations) is handled by CVWD, and wastewater is processed by CVWD and the Inland Empire Utilities Agency (IEUA). CVWD oversees the facilities and infrastructure that transport wastewater to treatment plants operated by the IEUA. At IEUA treatment plants, wastewater is subject to tertiary-level water treatment, an advanced process that produces effluent suitable for re-use. The IEUA operates the wastewater Regional Plant No. 4 located at the intersection of 6th Street and Etiwanda Avenue in Rancho Cucamonga.

RECYCLED WATER

CVWD and IEUA have been working to increase the supply of recycled water through the Regional Water Recycling Project. Recycled water is former wastewater that has been treated to remove solids and certain impurities and is available for non-potable uses like landscaping and construction. CVWD has been upgrading infrastructure to further distribute recycled water throughout its service area. Recycled water is a new source of water for CVWD and is a sustainable method of efficiently re-using water.



Flooding control efforts

STORM DRAINAGE AND FLOOD CONTROL

Rancho Cucamonga's storm drainage and flood control system provides both regional and local drainage and provides debris basins and spreading grounds designed to reduce mud flows. The City, through its Engineering Services and Public Works Services Departments, is responsible for the localized facilities. The San Bernardino County Flood Control District is responsible for regional flood control facilities. Together, the City and the San Bernardino County Flood Control District coordinate the preparation of regional drainage plans.

The City's drainage plans provide a drainage system consisting of regional mainline, secondary regional, and master plan facilities that will adequately convey a 100-year storm event based upon certain drainage criteria. The plans provide for the establishment of a drainage system hierarchy as shown in Table PF-2.

STORMWATER QUALITY

The Federal Water Pollution Control Act (the "Clean Water Act") prohibits the discharge of any pollutant to navigable waters from a point source unless the discharge is authorized by a National Pollutant Discharge Elimination System (NPDES) permit. With the adoption of the Water Quality Act of 1987, the Clean Water Act was amended to expressly require NPDES permits for discharges from municipal stormwater systems. In addition, the Porter-Cologne Water Quality Control Act requires discharges of pollutants to jurisdictional water of the State to obtain water discharge requirements in the form of an NPDES permit.

In Rancho Cucamonga, NPDES permits for municipal stormwater discharges are issued by the California Regional Water Quality Control Board, Santa Ana Region (RWQCB) as part of its Stormwater Program. The Santa Ana Region issues permits to three counties—Orange, Riverside, and San Bernardino—and all incorporated cities within those counties. The City is a co-permittee under the regional NPDES permit for municipal stormwater discharges in San Bernardino County.

INTEGRATED WASTE MANAGEMENT

Integrated Waste Management contributes to Healthy RC goals by focusing on reducing materials that enter the landfill through encouraging waste reduction, re-use, recycling, and composting. Minimizing the volume of trash that enters landfills conserves resources and protects the environment from the negative impacts associated with waste disposal. As landfill space diminishes, minimizing trash volumes become even more necessary to reduce demand on nonrenewable resources. Using recycled products also lowers energy consumption, as manufacturing new

TABLE PF-2 DRAINAGE FACILITY TYPES

FACILITY TYPE	OWNER/OPERATOR	CHARACTERISTICS
Regional Mainline Facilities	San Bernardino County Flood Control District	· Open channels with a flow in excess of 3,000 cubic feet per second · Debris basins or dams at the upstream end of Regional Mainline Facilities · Spreading grounds, percolation basins and flood peak attenuation facilities on or adjacent to Mainline Regional channels
Secondary Regional Facilities	San Bernardino County Flood Control District	· Smaller area than that of the Regional Mainline Facility · Open channels with a minimum flow of 750 cubic feet per second · Flood peak attenuation facilities adjacent to Regional Mainline Facilities · Interceptor channels collecting debris laden mountain runoff
Master Plan Facilities	City of Rancho Cucamonga	· Serve a minimum drainage area of 80 acres · Consist of reinforced concrete pipe (RCP) with a minimum diameter of 48 inches · Facility may consist of RCP or open channel
Local Drainage Facilities	City of Rancho Cucamonga	· Serve a local drainage area or combination of local drainage areas not meeting the minimum criteria for a Master Plan Facility · Consist of a RCP with a minimum main line diameter of 24 inches · May consist of RCP or open channel · Local drainage does not include private on-site systems
Interim Drainage Facilities	N/A	· Optional Interim Regional and Master Planned retention basins to be used prior to the construction of the ultimate Regional and/or Master Planned Facilities

products from recycled materials often uses significantly less energy than manufacturing from raw materials. Reducing the amount of waste going to landfills also helps curb global warming, as waste in landfills decomposes anaerobically and produces methane, which has approximately 23 times more greenhouse gas effects than CO_2.

Solid waste collection, transport, and disposal are handled by a contracted private firm that hauls collected materials to several regional landfills and materials recovery facilities. For household waste disposal, Rancho Cucamonga utilizes a three-container system for recycling, organics collection, and waste disposal. Black bins allow for the collection of pet waste, diapers, tissues, plastic wrap, and non-recyclable items, a blue bin allows for recyclable materials including paper, cartons, metal cans and trays, glass bottles and jars, and plastic container items, and the green bin allows for landscape waste such as grass clippings, brush, pruning, leaves, tree trimmings, twigs, weeds.

The City also implements various programs with local businesses and public agencies to increase recycling efforts. See Table PF-3 for additional recycling programs.

TELECOMMUNICATIONS

Telecommunications is the transmission of communication over a long distance. Telecommunications consists of technologies such as fiber optics, electric wave transmission lines, and wireless transmissions, with the methods of transmission evolving rapidly as science and technology advance. As we experienced during the pandemic, internet access is essential to many businesses, schools, and daily life. The City supports the use of continually evolving telecommunications technology to help improve local businesses and improve the quality of life for residents.

FIBER OPTIC MASTER PLAN

The City partners with a commercial service provider to deliver gigabit-speed internet as part of the Fiber Optic Master Plan. The City constructs, owns and maintains the physical broadband infrastructure which is managed by the Rancho Cucamonga Municipal Utility. The availability of reliable high-speed internet is essential to businesses, schools, and homes.

TABLE PF-3 RECYCLING PROGRAMS

PROGRAM TYPES	PROGRAMS
Composting	· Residential Curbside Green Waste Collection · Commercial Self-Haul Green Waste · Food Waste Composting
Facility Recovery	· Material Recovery Facility · Landfill · Composting Facility
Household Hazardous Waste	· Permanent Facility · Education Programs
Policy Incentives	· Product and Landfill Bans · Economic Incentives · Ordinances
Public Education	· Electronic (radio, television, web, telephone hotlines) · Print (brochures, flyers, guides, news articles) · Outreach (technical assistance, presentations, awards, fairs, field trips)
Recycling	· Residential Curbside · Residential Buy-Back · Commercial On-Site Pickup · School Recycling Programs · Government Recycling Programs · Special Seasonal Collection (regular) · Other Recycling
Source Reduction	· Water Efficient Landscaping · Backyard and On-Site Composting/Mulching · Business Waste Reduction Program · Procurement · Government Source Reduction Programs · Material Exchange, Thrift Shops
Special Waste Materials	· White Goods · Scrap Metal · Wood Waste · Concrete/Asphalt/Rubble

Source: California Integrated Waste Management Board, 2008.

GOALS AND POLICIES

GOAL PF-1 STATE-OF-THE-ART FACILITIES. Residents enjoy state-of-the-art public and community facilities that support existing programs, accommodate future needs, and are accessible to all members of the community.

PF-1.1 **New Building Standards.** Continue to implement high-quality standards for new public facilities and improvements to existing buildings.

PF-1.2 **Underserved Neighborhoods.** Prioritize new community facilities in underserved neighborhoods and centers.

PF-1.3 **Facility Collaboration.** Maximize public facility use by sharing with nonprofit organizations, school districts, and community organizations. Look for opportunities to create joint-use community space at facilities owned by private organizations such as faith-based groups and service clubs.

PF-1.4 **Capital Improvements Program.** Coordinate, plan, and manage a comprehensive capital improvements program for expansion and improvement of critical facilities and infrastructure in response to the needs of a growing community.

GOAL PF-2 EDUCATION. All residents have access to high-quality educational opportunities.

PF-2.1 **Schools.** Consider the needs of the school districts that serve Rancho Cucamonga in future planning and development activities.

PF-2.2 **Colleges.** Partner with local public and private schools and Chaffey Community College to maintain effective educational, vocational, and workforce programs for all residents.

GOAL PF-3 LIBRARIES. High-quality library resources are provided to meet the educational, cultural, civic, and general business needs of all residents.

PF-3.1 **Library.** Continue to improve the local libraries system, complete with community facilities that provide knowledgeable, service-oriented staff and offer access to information, books, and other materials in a variety of formats, including emerging technologies. Consider future options for providing library services that are flexible and will maximize library services while keeping costs affordable.

GOAL PF-4 ANIMAL CARE. Animal care and services are provided, including facilitation of adoptions, promotion of animal health and safety, and animal awareness education.

PF-4.1 **Animal Care.** Continue to maintain and improve the Animal Care and Adoption Center facility.

GOAL PF-5 WATER-RELATED INFRASTRUCTURE. Water and wastewater infrastructure facilities are available to support future growth needs and existing development.

PF-5.1 **Water Treatment.** Support the efforts of the CVWD and San Bernardino County agencies to provide and expand water treatment facilities to treat local water sources from canyon surface waters and groundwater.

PF-5.2 **Wastewater Treatment.** Consult with the Inland Empire Utilities Agency and the Cucamonga Valley Water District (CVWD) to ensure that the treatment facility has sufficient capacity to meet future wastewater treatment needs.

PF-5.3 **Recycled Water.** Work with the CVWD to expand the recycled water program to include existing private development.

GOAL PF-6 SOLID WASTE. The volume of solid waste that enters regional landfills is minimized and the amount of recycling increased

PF-6.1 **Recycling.** Encourage Recycling and Organics collection and processing in all sectors of the community to divert items from entering landfills.

PF-6.2 **Refuse Facilities.** Consult with public agencies and private contractors to ensure adequate organics processing facilities are available.

GOAL PF-7 UTILITY INFRASTRUCTURE. Protect and expand utility infrastructure in a sustainable and innovative manner to serve the current and future needs of the community while ensuring that natural and environmental resources are available for future generations.

PF-7.1 **Communications.** Expand access to high quality established and emerging communications technologies for individuals, businesses, educational institutions, and government functions.

PF-7.2 **High Speed Internet.** Prioritize extending high speed internet into underserved lower income neighborhoods.

PF-7.3 **Utility Equipment.** To the extent possible, ensure that utility boxes, above-ground equipment, and utility entrances to buildings are located at the rear or side of the building, not the front. Ensure that utility boxes and other above-ground equipment do not block or impair the safe and effective use of trails, sidewalks, and streets.

PF-7.4 **Planned Streets Segments and Utility Facilities.** When planned street segments, as shown in the Focus Areas and Mobility & Access chapters, would unreasonably interfere with the primary utility function on utility owned parcels, allow the final location and design of those street segments to accommodate the current and prospective utility needs of the community to the greatest extent possible.

PF-7.5 **Secondary (Non-Utility) Uses of Utility Facilities and Sites.** Ensure compatibility of secondary uses on utility owned parcels that are not related to the primary utility function of utility owned parcels with adjacent land uses and the utility needs of the community.

PF-7.6 **Phasing of Public Facilities.** Require new parks, open spaces, infrastructure, and other facilities be funded by and/or provided by new development as necessary so as to ensure services can be provided to new development.



Event at the Victoria Gardens Cultural Center



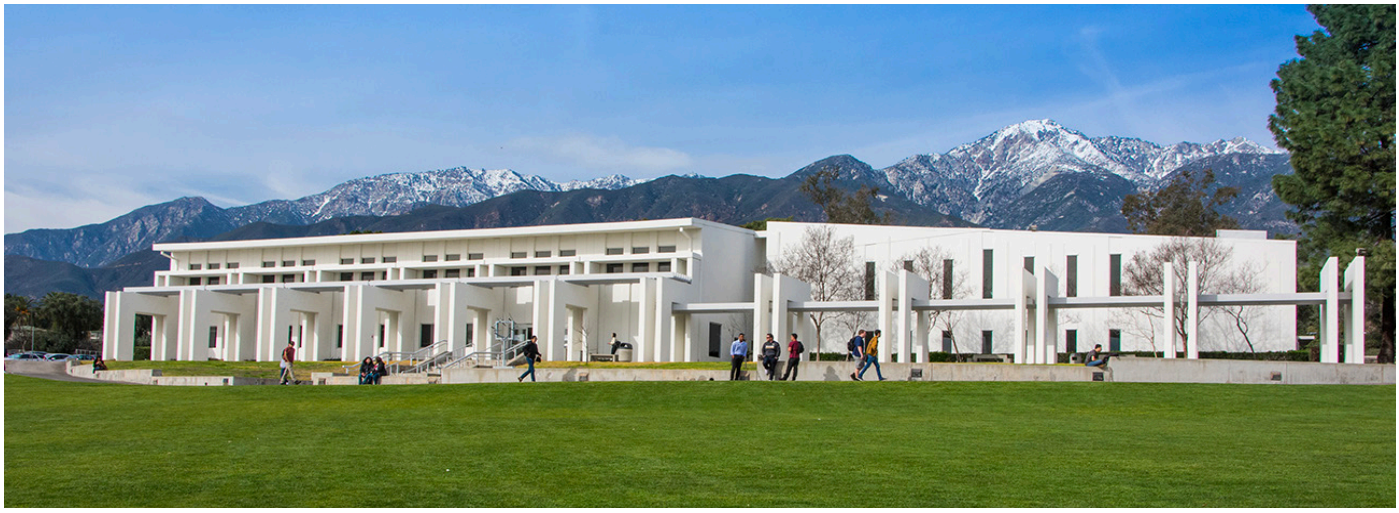
Rancho Cucamonga Animal Center



Rancho Cucamonga Sports Center



Cucamonga Valley Water District Plant



Chaffey Community College