Appendix 3-1 Proposed General Plan Update

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Foundational values defining the vision of our world class community Health, Equity, and Stewardship



City of Rancho Cucamonga GENERAL PLAN

66



Revised Public Review Draft September 2021

ACKNOWLEDGMENTS

COMMUNITY MEMBERS

We would like the acknowledge and thank the many members of the community of Rancho Cucamonga who gave their time to provide us with invaluable information, insights and input throughout the PlanRC process. Their specific, local perspectives have been critical to the development of this General Plan. This list includes those members of the community who provided their names while participating. We also recognize the countless others who engaged during the PlanRC process.

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INDIGENOUS PEOPLE OF RANCHO CUCAMONGA

For thousands of years prior to the Spanish colonization of California, a large community of Indigenous people inhabited an area that today includes all or part of Los Angeles, Orange, Riverside, and San Bernardino counties. Spanish colonization indelibly altered their way of life; names by which the affiliation of native villages were known were discarded and the Indigenous people were given the identity of Mission Indians. With the San Gabriel Mission being the centerpiece of the Spanish colonization of the greater Los Angeles area, the people indigenous to this area became known as the Gabrieleno Indians; however their descendants, wanting to continue their original heritage and culture, prefer the name Kizh (pronounced keech). It is the Kizh people who originally named many of the places that we know to this day, including Cucamonga, sometimes spelled Kucamonga. The City of Rancho Cucamonga desires to acknowledge the history of this area along with the original stewards of the land. One of Rancho Cucamonga's core values is equitable prosperity for all people and, to that end, we hereby formally recommit to being inclusive, valuing cultural diversity, and continuing to build a community that welcomes all people. Those who were here originally and contributed to the present will always be acknowledged, never forgotten, and forever valued by the City of Rancho Cucamonga.

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Volume 1



IN THIS VOLUME

The first Volume of this General Plan proclaims the vision statement for the City and sets the core values as expressed by the people during the PlanRC outreach. The vision of building on the world-class community that is Rancho Cucamonga is supported by the core values of health, equity, and stewardship of its residents. This Volume explains these important concepts, sets the context for decision making, and above all sets the tone that this is a city designed, built, and governed for the people. There are big goals in this General Plan that intend to give more people better options for living, access, jobs, and recreation, in a worldclass city designed to help make these ideas real.



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Vision & Core Values



A CITY IS...

people. Not buildings, roads, or cars, but people define a city. Despite excellent design, beautiful color, and designer intent, buildings, roads, and cars are inanimate. Alone they provide no life for the city. When designers talk about "activating a street or space," they are talking about the people, who interact, socialize, recreate, and live in that space. The vibrancy of a city is measured by its people, not its things. The overarching goal of every General Plan is to create places where people want to be and can thrive places that people will find vibrant, welcoming, and inclusive, connected by safe, comfortable streets for all users. This General Plan aims to build places that are focused around people, creating a city and future that will meet the diverse needs and preferences of the community for all residents and visitors.

VISION

Since its beginning, the City of Rancho Cucamonga has been committed to creating a world-class community. With each decade and each generation, our idea of what makes a world-class community has evolved, but it remains grounded in the concepts of excellence, opportunity, and high quality of life. The vision for this General Plan embodies these concepts in a single sentence:

Build on our success as a world-class community, to create an equitable, sustainable, and vibrant city, rich in opportunity for all to thrive.

Accordingly, this General Plan lays out a series of strategies to chart a path towards building a 21st century world-class community. The intent is to create a city with a wide variety of housing, recreation, arts and culture, entertainment, and employment opportunities that are well connected and accessible to everyone. Through the implementation of this General Plan, the city will develop so as to be more welcoming and accessible to both its residents and its visitors. This plan reflects the shared values and common goals of a city abundant in opportunity for all; a city that has a history of deep appreciation for the differences that enrich daily life in Rancho Cucamonga.

"Our vision is to build on our success as a world-class community, to create an equitable, sustainable, and vibrant city, rich in opportunity for all to thrive."

- The City Council and Community's Vision for the Future

COMMUNITY VALUES

While people make up a city, it is only when people come together and become a community that cities achieve their full potential. It is no surprise, then, that a good plan is based on the foundational values of a community and takes input from the wide diversity of people, businesses, community groups, and other organizations that make up the totality of the community. From the robust and authentic community engagement that is the cornerstone of this document, the core values of health, stewardship, and equity encompass what the community as a whole finds most important and aspirational. These values are the pillars upon which the vision rests. Without applying these values to future investments in the community, we will not be able to achieve our vision for a world class community.



HEALTH

HEALTH

Health is the foundation of human existence and is more than just longevity. Good health and a good quality of life are the results of a combination of many factors beyond an individual's genetic history and behaviors. The places we live shape us in ways beyond our values and personal relationships. Community design, such as street layout and design or location of parks, inevitably determines our ability to access healthy food choices and health care, a variety of housing types and affordability, clean air and natural open spaces, and safe neighborhoods and walkable streets. A healthy lifestyle is not simply a matter of choice, but is fundamentally a matter of access and opportunity. Research shows that chronic health conditions such as asthma, diabetes, and heart disease, are concentrated in the same neighborhoods as poverty, environmental hazards, unemployment, and lower educational attainment.

Fostering a healthy community requires a comprehensive approach to creating healthy minds, bodies, and a clean, sustainable earth, which is has been a long-held value of the City and the focus of Healthy RC's mission since 2008. Although we cannot change our genes, we can certainly make strategic decisions about our communities through the General Plan that shape the places where we live, work, and play; provide a more equitable distribution of resources and services; and ultimately improve our chances for living long, healthy, fruitful lives. Health is a value that Rancho Cucamonga is built on, and as such, it is important that this General Plan purposefully include design elements that allow our community to experience optimal health.

EQUITY

Equity is essential for creating and sustaining a world-class community. Everyone should have a fair and just opportunity to thrive and experience a high quality of life. Whereas equality is giving everyone the exact same resources, equity involves the distribution and investment of resources based on the unique needs of each neighborhood. This includes equitable access to goods and services throughout the city, the ability to live in clean and safe neighborhoods, real opportunities for meaningful work and housing, and the opportunity to actively and meaningfully participate in the community. We recognize that everyone has different needs and abilities, and we should strive, through the General Plan and all decisionmaking processes, to create a city that meets the unique needs, abilities, and characteristics of all those within our community.

Past development practices have unintentionally resulted in health and economic impacts that disproportionately affected groups of people living in specific areas, thus creating and continually affecting disadvantaged neighborhoods across the nation as well as Rancho Cucamonga. To resolve existing health and income disparity, some neighborhoods will need more investment in design, public improvements, and services. The intent of this General Plan is for the city to remain a great place to live, work, shop, learn, and play for all residents and households, and actively address the issues that disproportionately affect certain neighborhoods and areas of the city. Addressing inequity requires communication, understanding, and collaboration with those most affected. This means providing opportunity for meaningful neighborhood input, prioritizing public investment, and collaborating with the community. Equity is at the heart of a world-class community, and is a core value of this General Plan.

STEWARDSHIP

Stewardship is balancing the need to use limited resources today with the knowledge that more will be needed tomorrow. Being good stewards means taking on the responsibility of ensuring the well-being of the city by understanding the resources we have and allocating them in ways that consider the future. It means efficiently utilizing our finite, non-renewable natural and historic resources, and considering how all decisions we make impact the development or diminishment of these resources. Not only does stewardship involve the protection of historic and natural resources, but it also ensures the City is fiscally sustainable to provide the necessary services and infrastructure to weather the impact of both economic and climate change. A world-class city is resilient and adaptable and maintains its significant history, culture, and values. As a world-class city, Rancho Cucamonga must adapt effectively to shifting economic, social, and demographic trends, and resiliently rebound from environmental, economic, and public health shocks. Stewardship captures the essence of this responsibility, and is a core value of this General Plan.



EQUITY



STEWARDSHIP



Usable open space for a variety of activities

BIG IDEAS

To successfully achieve the City's vision and uphold the core values identified by the community, this General Plan is designed around strengthening Rancho Cucamonga's sense of identity and character by creating places where people want to be and improving their ability to move around. The overarching strategy is one of human-scaled design, with buildings and outdoor spaces oriented towards people connected by safe and comfortable streets, pathways, and trails that provide equitable access for all. Each chapter of this plan is rooted in the vision and core values, with an expectation that the future can be harnessed to improve on the past. The following big ideas are considered critical to meeting the vision and core values for the community:

DESIGN FOR PEOPLE FIRST

Regardless of the type of place designed, the focus must be on people, and development should be human scale and inviting. The public realm of streets, paths, trails, open space, and buildings represent the city's "rooms" and are the first impression of anyone visiting the city. These spaces should be a sense of pride for residents and be welcoming to everyone. To achieve this, buildings must be designed to be visually appealing, interesting, and at an appropriate scale that attracts activity, but is not overwhelming. Open spaces, plazas, and streets must be designed to be safe, convenient, and comfortable for users of all modes of transportation. All aspects of the public realm should have robust amenities. By designing for people first, Rancho Cucamonga will continue to thrive as a community with a high quality of life for residents, employees and visitors.



Plaza with outdoor furniture and nice landscaping provide pleasant gathering spaces for people



Public realm designed for a wide range of activity

PROVIDE CONNECTIVITY AND ACCESSIBILITY

Creating a community with equitable accessibility and connectivity between places is an overall priority for the City. People of all abilities and means need to be able to move about freely in their city and have choices for how they get around. To achieve this, physical improvements in the city must provide a range of travel options including new opportunities and improved networks for walking, bicycling, and transit, suited to all residents, employees and visitors. In addition to connecting streets, developing sidewalks, and building trails, there must also be connections between similar land uses and essential destinations. Neighborhoods should not be gated or separated from each other, and should be well connected to commercial centers, arts, culture and entertainment venues, and employment districts.

Walkable communities and communities with varied transportation options are not only easier to get around, but they also foster a greater sense of community, provide the opportunity to incorporate more activity into everyday life, encourage fewer car trips, provide numerous public safety benefits, and support the local business environment and boost its appeal to visitors by increasing accessibility. The outcomes of improved accessibility and connectivity are increased social, health, environmental and economic benefits to the community.



Natural trails for equestrians and hikers



Bikeways to throughout the city and to the foothills



All-mode environment



Walkable destinations for the whole family

CREATE DESTINATIONS

An overarching theme expressed by the community throughout the PlanRC public engagement process is the desire for "more fun places to go, more things to do, and more ways to get there." Residents and visitors want places to congregate, gather, and socialize in lively centers, shopping areas, and arts, culture and entertainment venues.

This General Plan aims to evolve the relatively uniform suburban environments of the city's arterial corridors, shopping centers, and business parks to a diverse range of distinctive places welcoming to all people. These places may include small centers near established neighborhoods, more vibrant and dense centers of a downtown scale near Rancho Cucamonga Station and Victoria Gardens, and larger mixed-use centers along major corridors, such as Foothill Boulevard and Haven Avenue.

Creating destinations also applies to the outdoors, and maintaining and increasing a variety of quality open spaces in the city was similarly an expressed desire by the community. The city's open space destinations will include small neighborhood parks, plazas and paseos, sports fields, and natural areas, such as the extensive trails system in the foothills and the North Etiwanda Preserve. This General Plan will further our commitment to providing world-class outdoor destinations and preserving our beautiful natural setting in the foothills of the San Gabriel Mountains.



Large outdoor space for concerts and other events



Nightlife in Victoria Gardens

ESTABLISH RANCHO CUCAMONGA AS THE CULTURAL AND ECONOMIC HUB OF THE INLAND EMPIRE

The Inland Empire is similar in size and population as many states, yet it does not have a clear economic or cultural center. This fact was identified and discussed multiple times during the public outreach process and the community repeatedly articulated a desire to set the example and lead the region. As the city transitions from a sprawling suburban growth model to a more sustainable urban growth model, it is important to remember that people are at the core of what makes a city.

Through the community engagement process, the concept of creating vibrant activity nodes and a "real downtown" resonated deeply with people of all ages from all areas of the city. A downtown area, or several major activity centers, with varied cultural opportunities and public art, will provide areas for social, civic, and commercial activity.

By creating vibrant, high value places, Rancho Cucamonga will not only ensure its fiscal sustainability and resiliency, but will also distinguish itself as the cultural and economic hub of the Inland Empire. This General Plan envisions a future Rancho Cucamonga with a stronger sense of place, higher quality of life, and more competitive economy.



Public art provides focal point for open space



Promenade bustling with people and activity



Community event at the Victoria Gardens Cultural Center



Community event on healthy foods

ADDRESS ENVIRONMENTAL JUSTICE

In Rancho Cucamonga, environmental justice means that everyone in the city have a fair and just opportunity to thrive and no one, especially those with the least means, should shoulder the additional health burdens of environmental degradation and pollution. Environmental justice is also concerned with the thrivability of ecosystems, prioritizing renewable energy, and proactively reducing environmental hazards, pollution, and habitat destruction.

With this General Plan, the City is striving to reduce and eliminate disproportionate burdens to living, participating and thriving in this city. A key first step is continuing to improve access to City processes and decision making. While we have a long history of robust public engagement, we will continue to work hard to improve the ease of participation by the community.

It is also critical for the City's future to improve everyone's ability to get around the city and access the goods, services, jobs, housing, and amenities they need to have a quality life. Every neighborhood is different and the future of each neighborhood will be unique. Universally, however, through this General Plan the City is committed to engaging those directly impacted by future decisions and development to collaborate on strategies to reduce disproportionate environmental burdens and strive for equitable access to amenities and services and equitable protection from environmental hazards and pollution.



Recreational opportunities for all ages



Access to goods and services in all parts of town



RC CommUNITY Paint Day: Transformation of intersection at E. 9th Street and Baker Avenue

"Vision without action is merely a dream. Action without vision just passes time. Vision with action can change the world."

- Joel A. Barker

PUTTING THE PLAN INTO ACTION

To be successful, the General Plan must be implemented purposefully, enhancing areas that are already thriving, and focusing more investment in key opportunity areas where change is desired over time. During the PlanRC community engagement process, it was clear that residents strongly identify with their neighborhoods and, with some exceptions, are happy with where they live and how their neighborhoods function. Accordingly, this General Plan is focused on understanding each area of the city on its own terms and calibrating the degree and nature of change to the neighborhoods and its people. Most of the city has already been built. There is very little undeveloped land left and most of the developed areas will not change. This is both a constraint and an opportunity for the community. We cannot afford to waste land with changes that do not benefit the community. To achieve the vision, all future development and investment will need to be strategic. As such, this General Plan provides specific direction on where to focus future efforts. Some changes will be small and incremental, similar to that which is already occurring. Other changes will be transformative, through both land use design and implementation strategies, in focused areas of the city where improvements have been suggested by the community to meet the overall vision of a world-class city.

Figure V-1, Degrees of Change Map, illustrates and defines the general degree of change anticipated by this General Plan. These areas are broadly categorized as limited change, moderate change, and significant change, and describe areas of the city that have the greatest opportunities or likelihood for change. It is important to note that not all the anticipated change is directly related to private development. Some change may be the result of public improvements like completing trail networks, sidewalks, landscaping, and open space. Other change may be a function of one existing land use transitioning to another.

"This is the time for Rancho to become the gateway city the founders intended it to be. They [founders] would be very proud to see how it has developed and would be excited about Rancho's future."

> - Community Member (Public input received during Community Discussions on Considering Our Options, November 2020)

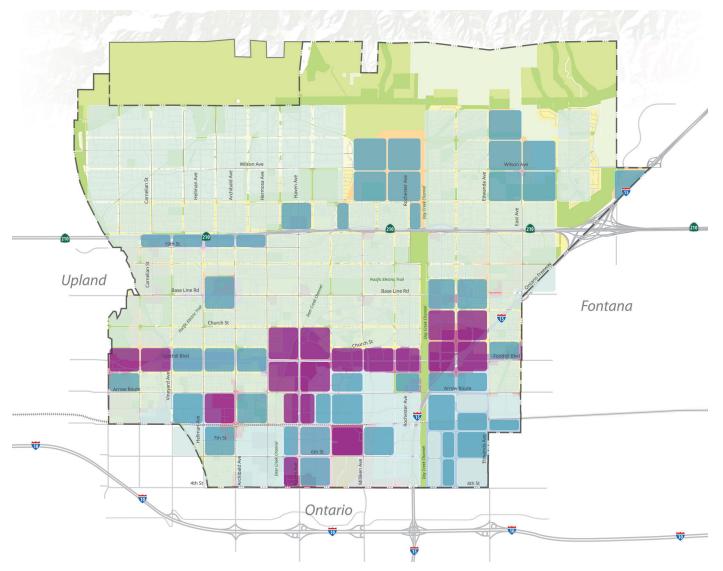


FIGURE V-1 DEGREES OF CHANGE MAP

Limited Change. Areas of the city where the general character, uses and activities of the area will remain the same but enhanced in limited ways. This includes, but is not limited to, enhancements to the public realm, the addition of a second story to a single-story home, the addition of community facilities, and neighborhood-serving retail uses that are desired but currently absent.

Moderate Change. Areas of the city where change is desired and planned for over the time horizon of the General Plan and beyond. These areas are expected to see moderate development over time and the area may, after 15 to 20 years, look different than it does today, albeit consistent in character, use and intensity with the surrounding areas.

Significant Change. Areas where the community wants to actively facilitate significant change in the short to middle term. These areas may look very different in a short period of time and are the areas where the City may prioritize staff and financial resources or actively encourage new private development and public improvements.

"Rancho Cucamonga must avoid becoming an under-developed city. Suburbs that are urbanizing in specially selected areas of their cities are experiencing tremendous prosperity and sustainable growth"

- Community Member (Public input received during the Virtual Workshop on Community Character, September 2020) Figure V-2, Vision Diagram, summarizes how the vision, core values and big ideas will be achieved as a physical place. It 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 thriving places, and a framework for multi-modal access between these places. The Vision Diagram characterizes how we best balance the community input received by:

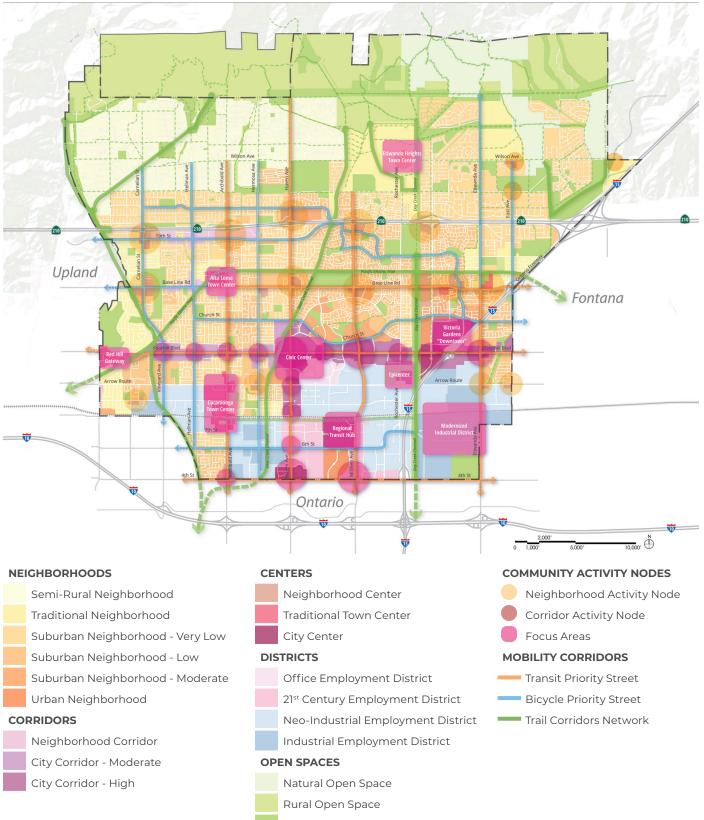
- 1. Increasing services and amenities in all neighborhoods;
- 2. Focusing investment along key corridors; and
- 3. Focusing investment at key nodes or centers in the city.

The intent of the General Plan is to create a city for people—a city of great neighborhoods, natural open spaces and parks, thriving commercial and industrial areas, and walkable and active centers and districts, all connected by safe and comfortable streets. The Vision Diagram serves as the foundation for the land use and mobility plans and policies presented in the succeeding chapters, and is described in more detail in Chapter 1, Land Use and Community Character, of Volume 2.

As mentioned above, the key to the success of this General Plan will be focusing investment strategically. As such, several focus areas are identified where the public support for, and potential value of, significant near-term change is particularly high. Chapter 2, Focus Areas, in Volume 2 of this Plan, provides fundamental priorities for strategic implementation of key areas of moderate and significant change. These key areas are specific parts of the city where the potential value of coordinated private and public investment 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 to prioritize those areas to help "jump-start" implementation of this General Plan. All recommendations 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: Rancho Cucamonga Station Area
- + Focus Area 4: Red Hill Gateway
- + Focus Area 5: Cucamonga Town Center
- + Focus Area 6: Alta Loma Old Town
- + Focus Area 7: Etiwanda Heights Town Center
- + Focus Area 8: Southeast Industrial Area

FIGURE V-2 VISION DIAGRAM





Family/children playing in the Library's Second Story and Beyond space

MEASURING OUR SUCCESS

A word-class community does not just materialize in an instant but is rather the result of a series of choices. Our choices. This document was drafted by hundreds of people who care about this community. Residents took time to participate in the process and share their stories and experiences. Business owners shared their challenges. All community members shared their ideas for how the city can be improved to better suit the needs of current and future residents, and those ideas were translated into a shared vision and tangible steps for how to get there in this document.

The General Plan will be implemented over an extended period of time that will likely span several decades. During this time, long-range planning efforts will continue using the General Plan goals and polices as a guide. However, the General Plan is a living document. State law allows it to be updated and refined over the coming decades. In fact, State law encourages annual reviews of implementation actions and recommends that the entire General Plan be thoroughly reviewed every five years to ensure that it is still consistent with the community's goals. Part of this ongoing annual review of the General Plan should include objective monitoring of progress towards success. A table of implementation action items, or work plan, including level of priority for achieving these actions can be found in Volume 4, Implementation.

People make places, community and culture dynamic. City governments have to be responsive to change as it happens in the communities they serve. We cannot plan for everything, but we can commit to collaborative problem solving, evidence driven decision-making and open communication, by making decision together as a community, not just as a city government. In the pages that follow you will find our path to the future.





Playground fun

Brulte Senior Center



"Props," a public sculpture by Amy Maloof installed on the Chaffey College campus (2019)



Children ready for the Founder's Day Parade



Rancho Cucamonga Police

Context

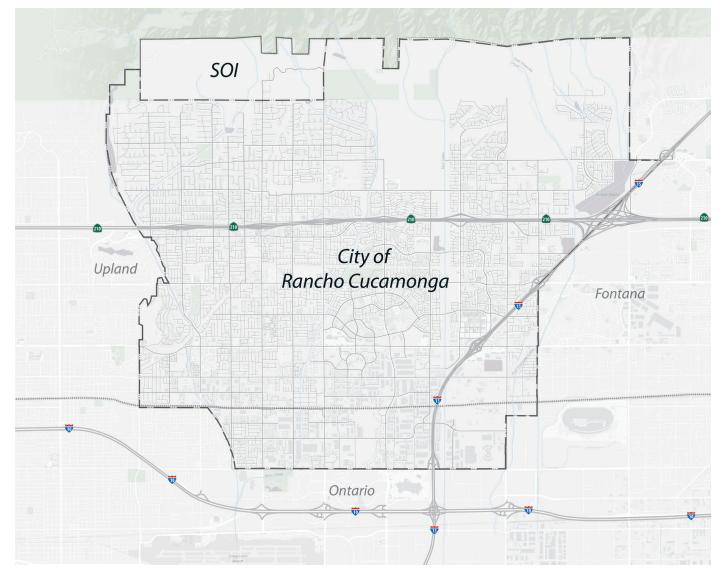


THE CITY OF RANCHO CUCAMONGA

The City Rancho Cucamonga shares borders with the cities of Upland, Ontario, Fontana, the San Bernardino National Forest, and the unincorporated areas of San Bernardino County. (See Figure C-1) Access to the city is possible from the Ontario International Airport, Metrolink train, and by car by State Route 210, Interstate 15, Interstate 10, and Foothill Boulevard, also known as the Historic Route 66.

This General Plan addresses all lands within the City's corporate limits, as well as unincorporated San Bernardino County properties within the City's Sphere of Influence (SOI). In this General Plan, the combined city area and Sphere of Influence create the General Plan Area shown in Figure C-2. Under State law, the City is permitted to plan for areas outside of its boundaries if the areas have a direct relationship to the City's planning needs. Since land within the Sphere of Influence may be annexed, planning for these areas is essential.

FIGURE C-1 GENERAL PLAN AREA MAP





Multifamily residential neighborhood



Trails in the foothills



Map of the founding communities— Cucamonga, Alta Loma, and Etiwanda

HISTORY OF OUR CITY

The intention of including a historical section is to consider how the past informs our present. The history of the city runs deeper than is included here; however, we acknowledge and respect it and we will use it as a foundation for moving forward in the General Plan.

ORIGINS: 1200 TO 1944

The Native American cultures of Southern California had stabilized some three thousand years ago, and by about 1200 A.D., the Kucamongan Native Americans established a settlement around the area we know as Red Hill. The Kucamongans were part of the Kizh people, one of the largest concentrations of indigenous peoples on the North American continent.

In the eighteenth century, Spain set out to explore North America, and colonized Southern California to Baja California. The Mission System established by Father Junipero Serra supported a loosely-constructed social system of ranchos, primarily cattle producing, ordered by a feudal and kinship way of life. By 1833, the amount of control held by Spain diminished, and as Mexico won its independence from the Crown, all land in Southern and Baja California was opened up for granting from the new governor of Mexico. Rancho Cucamonga was a 13,045-acre Mexican land grant in present-day San Bernardino County, California, given in 1839 to the dedicated soldier, smuggler, and politician Tiburcio Tapia by Mexican governor Juan Bautista Alvarado. The grant formed parts of present-day Rancho Cucamonga and Upland.

With the cession of California to the United States following the Mexican– American War, the 1848 Treaty of Guadalupe Hidalgo provided that the land grants would be honored. As required by the Land Act of 1851, a claim for Rancho Cucamonga was filed with the Public Land Commission in 1852.

In 1977 three agricultural communities which had emerged on the old ranch lands—Alta Loma, Cucamonga and Etiwanda—became the City of Rancho Cucamonga. Each community was established as an agrarian railhead along the Pacific Electric Railroad "Red Cars" of California's first wine-producing region.

*The above content is excerpted from **City of Rancho Cucamonga History, Portal to the Past**. Please visit Portal to the Past for more information on the indigenous people of Rancho Cucamonga and the City's history.

Cucamonga

Known originally as North Cucamonga, or Northtown, Cucamonga comprised a rural landscape of vineyards and other agricultural production. It was called North Cucamonga in relation to South Cucamonga, the original settlement around the historic Virginia Dare Winery and Guasti Depot (in the current City of Ontario) when the Southern Pacific Railroad

VOLUME 1 · CHAPTER 2: CONTEXT

was connected from Los Angeles to Arizona in 1875. The Cucamonga depot of the Atchison Topeka and Santa Fe Railroad was established in 1888, and the community continued to grow around the depot with packing house neighborhoods on the west side of Haven Avenue north of the tracks.

By 1900, highway commercial development was established along what later became Route 66 and the North and Northtown was dropped from the name simply becoming Cucamonga.

Alta Loma

Alta Loma has historically been, and remains, the most authentically "semirural" community in Rancho Cucamonga. It began as a small agricultural settlement on Amethyst Avenue just north of Base Line Road near the Alta Loma Pacific Electric Rail station. The community grew to include several wineries and packing houses to the north served by rail spur lines extending from the Santa Fe Railroad. At the end of World War II, the area remained fully rural with a few houses along the farm roads serving the vineyards and wineries, and a small but bustling Old Town Alta Loma.

Etiwanda

Etiwanda began as three small settlements at rail depots along Etiwanda Avenue. The most southerly was on the Southern Pacific Railroad in what is now Ontario, the second was on the Santa Fe Railroad (now utilized by the Metrolink and Burlington Northern Santa Fe Railroad) south of Foothill Boulevard, and the best-known of the three was on the Pacific Electric Railway (Red Car) line, which began service to Los Angeles in 1914. The Red Car station is still present and sits next to the Pacific Electric Trail, just north of Base Line Road. Until the end of World War II, Etiwanda remained fully rural, with houses built along Etiwanda Avenue, which was and remains characterized by windrows and curbs faced with river cobbles.

POSTWAR COUNTY GROWTH: 1944-1978

The size and nature of the founding communities remained largely unchanged until the end of World War II. However, with the post-war abundance of federal housing and highway funding, these communities grew very rapidly in the mid-1900s. New residential neighborhoods sprung up to the north and west from the original Cucamonga townsite to Route 66 and Old Town Alta Loma and on into Alta Loma to the north of Old Town and into the foothills. Most of the Red Hill Country Club neighborhood was built out during this time as well. Etiwanda saw much less development than the communities of Cucamonga and Alta Loma at this time.

Land to the south, west and east of Cucamonga was zoned by the County for industrial use, and remaining land throughout the area that is now Rancho Cucamonga was generally available for new housing tracts, and for shopping centers along major streets.



Historic Virginia Dare Winery



Etiwanda Depot soon after construction in 1914



Neighborhoods of Rancho Cucamonga

CITY OF RANCHO CUCAMONGA: 1978-2020

In the 1970s, leaders within Cucamonga, Alta Loma, Etiwanda, and Red Hill determined that it was time to take local control of future development and successfully incorporated as the City of Rancho Cucamonga. At the time of incorporation, in 1977, many of the vineyards had ceased operation and were in the process of being sold for development. As such, the first Rancho Cucamonga General Plan was adopted in 1980 to present a clear vision for what this new city might become.

To preserve the character of the original neighborhoods while planning for a prosperous and progressive future, the 1980 General Plan organized the City into several neighborhoods and districts, as a framework to shape future growth. A key exhibit in the 1980 Plan was a map of the "Neighborhoods and Districts" of Rancho Cucamonga, shown in Figure C-2.

Based on the original rural patterns of large agricultural holdings and small settlements around rail depots, these Neighborhoods and Districts were generally separated from one another by the primary "section line" roads, which over time were widened to major suburban arterial streets and highways focused almost exclusively on carrying vehicular through-traffic. As the city grew, those major street corridors—most lined with commercial centers and the sound walls of new housing developments—connected the growing "parts of town" to one another by automobile trips, while also effectively separating adjacent neighborhoods and districts from one another by other travel modes.

FUTURE OF OUR CITY

Over the 20-year planning horizon of this General Plan, the City anticipates an additional 75,000 new residents and approximately 35,000 jobs. Estimating future growth is difficult at the best of times, and particularly difficult in the midst of a worldwide pandemic. Unlike recessions that primarily affect income, the COVID-19 pandemic may change future perspectives on employment, commuting, and both where and how we choose to live. Historic patterns that were traditionally relied upon to project future growth may be in question as more people work from home, and businesses downsize their physical space while expanding the number of employees. The effects of the pandemic on human behavior may not be known for some time; this General Plan uses growth assumptions based on the City's history, and projections from the Southern California Association of Governments (SCAG), as well as marketing information to estimate future demand for housing, commercial, and industrial land.

The purpose of preparing population growth and land demand estimates is to ensure that the Land Use Element contains sufficient land set aside to meet the projected needs. It is important to note that the numbers in this General Plan are neither targets for the City nor limits to future growth.

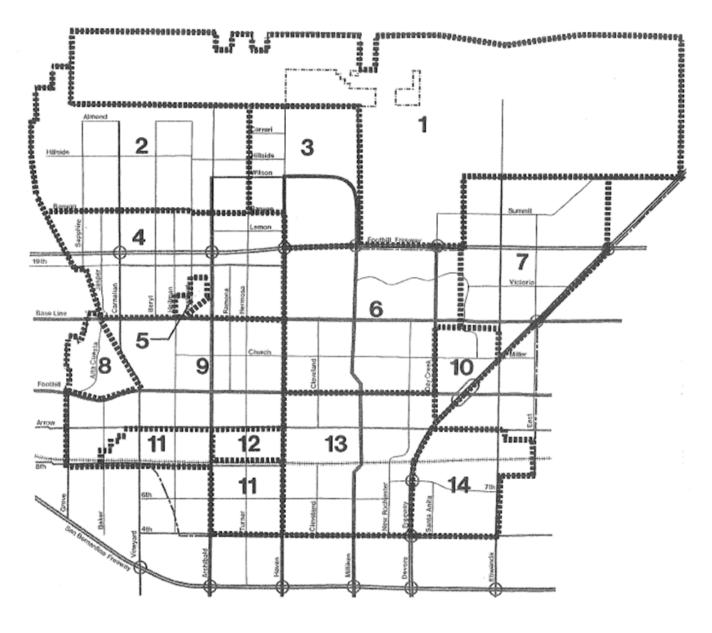


FIGURE C-2 1980 GENERAL PLAN NEIGHBORHOODS & DISTRICTS MAP

- 1 UNINCORPORATED/FOOTHILL AREA
- 2 ALTA LOMA HIGHLANDS
- **3 CHAFFEY JR. COLLEGE**
- 4 ALTA LOMA
- 5 OLD ALTA LOMA
- 6 NEW RANCHO CUCAMONGA
- 7 ETIWANDA

- 8 RED HILL
- 9 CUCAMONGA
- **10** REGIONAL SHOPPING CENTER
- 11 OLDER INDUSTRY
- 12 NORTH TOWN
- 13 INDUSTRIAL PARK/GENERAL INDUSTRY
- 14 HEAVY INDUSTRY

The PlanRC community engagement process was inclusive of Spanish speakers and others with technology needs by providing Spanish language only breakout sessions and socially distanced live session for those who needed support with technology.

COMMUNITY ENGAGEMENT

Community inclusive planning is a deeply held value of the City of Rancho Cucamonga and has been the foundation for how the City plans for its future since the preparation of the first General Plan in 1980. While the preparation of this General Plan is no different, the City has evolved since the 1980s and greatly expanded efforts to be inclusive, intentional and equitable in efforts to engage community members in the planning effort. The public engagement process for the General Plan Update was called PlanRC and involved extensive involvement by the community. Efforts prioritized determining values and ideas for the future of the City and there were many opportunities for participants to express their visions, collaborate with neighbors, and explore possible innovations in housing, transportation, recreation, and economic development throughout each planning phase.

PlanRC involved longtime residents, new residents, seniors, youth, clubs, organizations, business owners, and many more. Although inperson outreach was extremely limited due to COVID-19 constraints, the community adapted and found meaningful ways to get involved in PlanRC through digital engagement platforms. During, and after engagement, the community had an opportunity to share their thoughts and engage in live polling to provide additional feedback.



Snippets from various community engagement events



Summary infographic of community engagement

Some of the highlights of the PlanRC community engagement effort are shown below:

- + Two internet-based "Forum on Our Future" events were held during the Discovery & Visioning phase. These interactive small group sessions built on results from the initial online visioning survey and engaged community members in informal dialogue on specific topics such as housing, resiliency, trails and mobility, equity and more.
- + An informative "dollars and sense" webinar was also provided as part of the Forum on Our Future week to provide more in-depth information about economic development.
- + The PlanRC Virtual Workshop was a robust and visually engaging Character and Place online event designed to engage community members in exploring visual images and ideas of what the City could be in the future. The week-long online activity allowed participants to drop in and view and rate character images for different community planning areas in the city—collections of photos represented different housing, activity centers, mobility options, business and job districts, and more.
- + Two online surveys were conducted to guide engagement activities and future outreach. Conducted during the Discovery & Visioning phase of plan development, the surveys asked about community members' vision and priorities for Rancho Cucamonga and garnered more than 800 responses.
- + An online mapping tool was shared as part of the Character & Place online workshop, which allowed community members to drop pins on a virtual map in areas where they would like to see certain amenities and activity centers. Participants could further expand on their ideas through a comment system and by providing photos of what they envisioned.
- The PlanRC General Plan Video Series was designed to explain the General Plan update process, State requirements and existing conditions. Topics included housing, resiliency, community mobility, community health and equity, land use and community design.
- + Community input was solicited and reflected throughout each phase of the planning process. In total, PlanRC received input from over 2,000 community members through online surveys and virtual meetings and generated over 675,000 digital impressions through various social media platforms.

The PlanRC process helped form the content of this General Plan. The importance of community, understanding of areas where improvement is needed, and validation of the City's commitment to lead the region all stem from this foundational process.

COMMUNITY PLANNING AREAS

A priority of the General Plan is to make sure that future development and public improvements are informed by a clear understanding of our community's heritage and guided by our vision for what it will become. While Rancho Cucamonga is one city, it is not homogeneous. There are unique identities that were originally developed in the 1980 General Plan, and to a large extent still exist today. Understanding these areas are important to the character and place of different areas of the community. The following Community Planning Areas reflect the unique history and character of each part of town and provide a framework for discussion of those various parts—what makes each of them unique, and what unifies them into a single larger community.

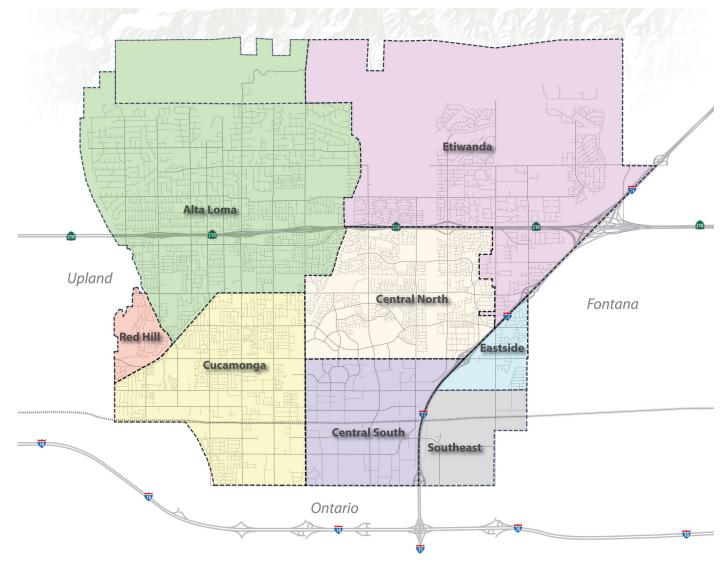


FIGURE C-3 COMMUNITY PLANNING AREAS MAP





Mixed-use development in Foothill corridor



Patchwork pattern of housing, office and industrial uses

CUCAMONGA

Since its inception in the late 1800's Cucamonga has evolved from an idyllic agrarian village in a rural landscape, to a patchwork of residential neighborhoods, shopping centers, and industrial development. This patchwork pattern has been identified in multiple General Plan cycles as a challenge to be resolved to improve the quality of life for residents and the work environment for businesses. While striking this balance is indeed a challenge, it also represents a significant opportunity to provide good quality, relatively affordable living environments near jobs in the southern part of the city with easy access to a growing array of amenities and conveniences along the Foothill Corridor.

Opportunities & Challenges

The most apparent challenge, and very significant opportunity, in Cucamonga is the Foothill Corridor. This historic highway "put Cucamonga on the map," but also bisected the community into two parts with a highway commercial environment separating the neighborhoods to the north and south.

Through targeted modifications to the design of the street, and new mixed-use and residential infill development along the corridor, the historic rip through the community caused by Foothill Boulevard can be transformed to function as a zipper; stitching the community back together through new activity centers oriented to and served by new transit options. The City Corridor designation (see Vol. 2 Chapter 1 Land Use & Community Character) along this segment of Foothill Boulevard, enables an array of housing options for households of many sizes, types, incomes, and lifestyle preferences, and will provide a growing variety of commercial, civic and transit amenities within activity centers at major crossroads, all the while protecting the character and quality of established neighborhoods.

The current residential/industrial patchwork that Cucamonga inherited from its rural/industrial railroad settlement past has long resulted in inequitable impacts on residents of Cucamonga. Homes very near industrial uses and heavy truck traffic mixed with neighborhood vehicular, pedestrian, and bicycle traffic present long-standing and persistent challenges related to quality of life, environmental justice, social equity, and public health. As older industrial properties are redeveloped, this challenge also presents the opportunity for an array of new types and mixes of employment opportunities, new housing options within easy reach of those jobs, and new activity centers with neighborhoodserving commercial, recreational, and civic amenities for this historically underserved community.

RED HILL

The Red Hill Community Planning Area is the westerly gateway to Rancho Cucamonga located on the north side of Foothill Boulevard (Historic Route 66). It is home to the Red Hill Country Club and the landmark Sycamore Inn at the site of an historic stagecoach stop between Los Angeles and the rest of the country prior to the arrival of the Santa Fe and Southern Pacific Railroads in the 1880s. It also has a rich heritage as a Tongva culture site. The hilly terrain, winding semi-rural roadways, and limited grading of the natural terrain reflect a synthesis of the characteristics of early Alta Loma and the prevailing suburban character of mid-Century custom-built homes, making Red Hill a truly unique and special place.

Red Hill is abutted by two very significant trail corridors that provide access to other parts of town and to the foothill open spaces. The Cucamonga Creek flood control channel and trail corridor run between the Red Hill neighborhood and Red Hill Park, and the Pacific Electric Trail brushes the southeast corner of the neighborhood, where the Red Car station was located on Carnelian Street.

Opportunities & Challenges

While little change is anticipated within the Red Hill neighborhood and country club, significant opportunities for development and infill are present in this area, specifically adjacent to Foothill Boulevard, to create a unique gateway at the west end of town. This area at the base of Red Hill could include commercial, residential, and recreational facilities potentially spanning both sides of Foothill Boulevard to create a remarkable western gateway to Rancho Cucamonga. As an important part of the centers and corridors system, this gateway contributes to providing residents of Cucamonga and Red Hill with more equitable access to goods, services, and transit and—by way of the Pacific Electric Trail—access to the natural and rural open spaces of our foothills to the north.





Sycamore Inn Signage



Red Hill Country Club





Alta Loma Pacific Electric Station



Equestrian heritage

ALTA LOMA

Alta Loma has historically been and remains the most authentically "semirural" community in Rancho Cucamonga. It began as a small agricultural settlement around the Alta Loma Pacific Electric Rail station on Amethyst Avenue, just north of Base Line Road. The 1980 General Plan recognized this unique part of town as Old Town Alta Loma and a contemporary vision for this (focus) area is described in Volume 2 Chapter 2 of this General Plan. Over time, rural and semi-rural residential development has expanded to the north into the foothills, known as the "Alta Loma Highlands," and has had a strong equestrian heritage and character, along with good trail connections to the foothill open spaces to the north. It is also home to several significant cultural assets, including the Sam and Alfreda Maloof Foundation for Arts and Crafts, the Wignall Museum of Contemporary Art, and the Chaffey College Visual and Performing Arts Center.

More recent residential development (over the past 30-40 years) including several neighborhoods in the "Chaffey College Area"—has tended to be prototypically suburban in character; that is without the rural and equestrian heritage of the original Alta Loma neighborhoods. Neighborhood shopping centers of a similar suburban character have also been developed at several major intersections, some with suburban multifamily housing adjacent or nearby.

Opportunities & Challenges

The community's vision for Alta Loma includes very limited change in development character, intensity, or use. The neighborhoods of Alta Loma are generally very stable and undeveloped parcels are generally small to moderate in size. Within these undeveloped parcels and commercial centers there is potential to add appropriately sized, scaled, and designed community amenities and infill housing of low- to mid-rise house forms.

One clear opportunity to provide such amenities is identified in the Alta Loma Town Center Focus Area which envisions a consolidated rural neighborhood center around the intersections of Base Line Road and Amethyst Avenue and Archibald Avenue, the historic location of the Alta Loma Pacific Electric Rail Station, and at the juncture of the Alta Loma and Cucamonga Community Planning Areas. Beyond providing much more equitable access to goods and services, and civic and cultural amenities to the residents of Alta Loma and Cucamonga, such a neighborhood center could conserve and celebrate the heritage of Old Town Alta Loma, one of the seeds from which the City of Rancho Cucamonga grew.

In addition to specific infill opportunities, targeted improvements to pedestrian, bicycle, and equestrian networks within the streets and trail corridors of Alta Loma have the potential to provide more healthy and equitable mobility choices, and reduce dependence on the automobile, while also enhancing the historic semi-rural character of Alta Loma.

ETIWANDA

To guide Etiwanda's growth and development over the past 40 years, several Specific Plans have been prepared with the intent that all future neighborhood development reflect the essential architectural and landscape characteristics of the original Etiwanda settlement along Etiwanda Avenue, including the original 1980 Etiwanda Specific Plan; the 1992 North Etiwanda Specific Plan; and most recently, the 2019 Etiwanda Heights Neighborhood and Conservation Plan, which provides direction for the systematic conservation of the rural and natural open spaces of the foothills to the north. This General Plan integrates each of these plans into a cohesive policy plan for Etiwanda.

Opportunities & Challenges

Portions of Etiwanda are already "built out" with numerous stable neighborhoods and housing developments. These are intended to be preserved and protected with limited incremental improvements over time. However, there are also many opportunities for improved pedestrian, bicycle and equestrian circulation and connectivity between Etiwanda's neighborhoods, schools, parks, commercial amenities, and natural and rural foothill open spaces above.

Several large parcels designated for development but not yet developed remain in Etiwanda. The largest of these lands is the 800-acre "Neighborhood Area" within the recently adopted Etiwanda Heights Neighborhood & Conservation Plan (EHNCP). Within that area, the longplanned "missing links" of Wilson and Rochester Avenues are to be filled in, along with a collection of new foothill neighborhoods between existing Etiwanda and Alta Loma. The EHNCP also provides strategies, policies, regulations, and programs intended to ensure that approximately 3,600 acres of rural and natural open space will be permanently conserved, with the potential for very limited, "authentically rural" development, as a rural foreground and transition from the neighborhoods of Etiwanda to the San Bernardino National Forest to the north.

Other large opportunity sites for "infill neighborhoods" are present in the northern portions of Etiwanda. These sites are designated as "Traditional Neighborhood," for which standards very similar to those of the EHNCP will be prepared and offer the opportunity to finally realize the visions of the 1982 and 1992 Etiwanda and North Etiwanda Specific Plans. It is intended that these "infill neighborhoods" will offer a diverse array of authentically Etiwanda housing types, connecting, and completing the neighborhood structure of Etiwanda. In some cases, such parcels also represent the opportunity for new "village-scale neighborhood-centers," as envisioned by the 1980 General Plan and subsequent Specific Plans for Etiwanda.





Etiwanda Preserve



Historic Etiwanda adjacent to the Pacific Electric Trail





Mapped as "New Rancho Cucamonga" in the original 1980 General Plan, this area was developed under the Terra Vista and Victoria Community Plans. This area is prototypical of the "planned community" characteristics of the region in the last two decades of the 20th century. It includes a mix of single-family detached, single-family attached, and multi-family housing, and large community-scale shopping centers. The more intense housing types are generally located between the single-family detached neighborhoods to the north and shopping centers to the south, providing a transition and the opportunity for residents to live near goods, services, and activities in the center of town.

Opportunities & Challenges

Within the existing neighborhoods of Terra Vista and Victoria, envisioned change is limited to targeted improvements to the pedestrian and bicycle network within the streets and trail corridors of Central North to improve the safety and comfort of residents, encourage use of active mobility modes, and better connect residents to recreational, commercial, and civic amenities.

The northerly half of the Foothill Boulevard corridor is envisioned for significant transformation from a highway commercial development to a major concentration of mixed-use, pedestrian-priority, transit-oriented city corridor environment. This transformation can significantly increase and improve the diversity and quantity of available housing, mixed-use activity centers, and employment options in an amenity-rich and transitadvantaged environment.

The Victoria Gardens "Downtown" Focus Area guides the long-envisioned intensification of the area to a real "downtown" environment, potentially with an Arts and Culture District around the Victoria Gardens Community Center, that may expand southward over time to connect to the Epicenter. The westerly end of this Foothill corridor segment—at the intersection of Foothill Boulevard and Haven Avenue—is part of the Civic Center Focus Area (see Volume 2, Chapter 2 of this General Plan).

Realizing this evolution from highway to city corridor will require significant improvements to Foothill Boulevard, market-driven intensification and infill within existing shopping centers, and new development of pedestrianoriented, mixed use neighborhoods and centers within large remaining vacant parcels. Housing, shopping, employment, and public gathering spaces will be developed in well-connected walkable, bikable, and transitoriented patterns. This living, working, shopping environment will enable a new range of healthy, active lifestyles for individuals and households across a wide range of economic strata, while generating significant new fiscal resources to support high levels of municipal services, responding robustly to the City's core values of health, equity, and stewardship.



Residential neighborhoods



Streets and paseos encourage walking

CENTRAL SOUTH

The 1980 General Plan identified the area south of Foothill Boulevard and east of Haven Avenue as simply "Industrial Area." Through the subsequent adoption of an Industrial Area Specific Plan—followed by a series of Specific Plan amendments and General Plan updates—this large area was differentiated into several heavier industrial, lighter industrial, business park, and office areas. An "office overlay zone" was also added along Haven Avenue to express the City's intent to prioritize that corridor for office buildings and uses.

Over time, a much wider range and mix of uses have been enabled within this area, but with no unifying vision or connective street system. Today, the Central South is a mix of offices, civic facilities, shopping centers, hospitality, and other non-industrial or very light industrial uses. Multi-family housing can also be found amidst shopping centers and industrial uses.

Several very important civic facilities—the City and County Civic Center, the Epicenter sports complex, and the Rancho Cucamonga Station—are in the Central South. Recently "The Resort" residential and mixed-use development was planned and entitled for the former Empire Lakes Golf Course site to the south and west of the Rancho Cucamonga Station, the busiest station on the busiest line of the Metrolink regional commuter rail system.

Opportunities & Challenges

Central South is now on a path toward becoming a 21st century, mixed-use, transit-oriented employment district. In addition to the well-established industrial and office businesses, residential neighborhoods, and office and civic uses near City Hall, the planned concentration of office and mixed-use development along Haven Avenue, and opportunities for intensification around the Rancho Cucamonga Station and Epicenter sports complex present the high potential for Central South to evolve into a significant, transit-oriented, mixed-use urban center and regional employment hub.

Given this area's central location within the Inland Empire metropolitan region and the presence of such significant business activity, civic amenities, and regional transportation connections, the opportunity for further investment and reinvestment clearly represents a once-in-acentury opportunity of regional, statewide, and even national significance.

Furthermore, just across 4th Street to the south of this area is the City of Ontario's "Airport Metro Center," also long envisioned as an intense, mixeduse, urban center environment. The potential for the two cities to work cooperatively to unify and connect those areas as a single metropolitan district could easily further multiply the opportunity and future value of such a regional hub.





Rancho Cucamonga Station



Game at the Epicenter



EASTSIDE

The Eastside Community Planning Area—originally the site of the West Etiwanda station on the Santa Fe Railroad—is the easterly gateway to the Foothill Boulevard corridor and the "hinge" between the Southeast industrial area to the south, the City of Fontana to the east, Etiwanda to the north, and Central North and Central South to the west. Existing development in this area consists primarily of suburban single- and multifamily housing developments and shopping centers.

Opportunities & Challenges

As the natural east gateway to the Foothill Boulevard corridor, Eastside presents the opportunity for a significant community activity center at the intersection of Foothill Boulevard and Etiwanda Avenue. Though located at the eastern edge of Rancho Cucamonga, this Community Planning Area is central to a significant area of neighborhoods within Rancho Cucamonga and Fontana, much as Central South is both the southern edge of Rancho Cucamonga yet the center of the Rancho Cucamonga/Ontario metropolitan area. It is also a natural activity center for Etiwanda. The northwest corner of Foothill Boulevard and Etiwanda Avenue is the location of one of the two neighborhood-serving commercial centers identified in the 1982 Etiwanda Specific Plan, neither of which has been built.



"Four Corners" East Gateway



Historic Route 66 Marker

SOUTHEAST

The Southeast area is bounded by Arrow Route on the north, the San Bernardino County heavy industrial area around the former Kaiser Steel plant on the east, the City of Ontario's very large industrial area to the south, and Interstate 15 Freeway on the west. The area was designated for heavy industry in the 1980 General Plan and all subsequent updates. Heavy industrial uses, such as machinery, manufacturing, logistics, and warehousing, were established in former vineyards with very little planning or construction of streets and other infrastructure normally required for industrial districts. Given the area's adjacency and good access to two interstate freeways and transcontinental railroads; the Southeast area is ideally positioned to receive a range of modern industrial uses.

Opportunities & Challenges

Like the San Bernardino County industrial land to the east, the Southeast transitioned directly from agriculture to industry with little planning or infrastructure. Streets are few, some are still unpaved, parcels were platted for farming not industry, and utility infrastructure is primitive. The great opportunity in this area is to upgrade directly to modern industrial infrastructure, to capitalize on the prime location and untapped potential for jobs and wealth creation to support Rancho Cucamonga's continuing ascent as a premier and diversified employment center of the current and future regional economy.



Contemporary Industrial Building



Southeast Industrial Area





PURPOSE

More than a legal requirement, a General Plan serves as a guide to meeting the vision and core values expressed by the community. The narrative, illustrations, and goals and polices all provide a common reference point for residents, landowners, and decision makers. In a real sense, this General Plan is a blueprint for the future City of Rancho Cucamonga. The future city will be full of innovation, opportunity, and enterprise with a foundation securely set in the rich history of the community.

HOW TO USE THIS DOCUMENT

Cities are complex and even a thorough plan for the future requires instruction, updates, amendments, and direction. There will undoubtedly be requests to make changes, explore new and exciting potentials, and address new needs. This chapter explains how the General Plan will be used by all levels of the City in the decision-making process.

OVERALL FORMAT

This General Plan is separated into four volumes that are subsequently divided into topical chapters. The content of the chapters corresponds to the State requirements for the contents of a General Plan. There is always a bit of overlap between the subject areas and the State requirements, however the law allows the City to organize the topics in any fashion that meets the needs of the City.

- + Volume 1 Vision Chapter 1: Vision & Core Values Chapter 2: Context Chapter 3: Administration
- Volume 2 Built Environment
 Chapter 1: Land Use & Community Character
 Chapter 2: Focus Areas
 Chapter 3: Open Space
 Chapter 4: Mobility & Access
 Chapter 5: Housing
 Chapter 6: Public Facilities & Services
- + Volume 3 Environmental Performance Chapter 1: Resource Conservation Chapter 2: Safety Chapter 3: Noise
- + Volume 4 Implementation Strategy Chapter 1: General Plan Work Plan Chapter 2: Placemaking Toolkit

FORMAT OF CHAPTERS

Each of the chapters begins with a brief overview of the contents followed by a summary of the State requirements. The legal requirements of a General Plan are quite lengthy and change regularly and therefore are not included in this General Plan. General Plan law can be found on the California Office of Planning and Research website (<u>https://opr.ca.gov/</u> <u>planning/general-plan/guidelines.html</u>).

The Heart of the Matter explains how the topic in each chapter affects people. This section raises equity issues the City hopes to resolve and suggests methods of resolution. Because of the emphasis on people, this text has distinctive formatting so that it can be easily identified in each chapter. The human focus of Heart of the Matter helps set the foundation for the subsequent discussion leading to the Goals and Policies.

Following the Heart of the Matter discussion are individual topical areas that are important to the chapter, and to the setting of Goals and Policies.

Each chapter concludes with goals and policies that direct action by the City to implement the vision and follow the core values of the City. Goals and policies are numbered so they can be easily referenced.

+ **Goals** are broad in both purpose and aim but are designed to establish directions and outcomes. Often goals are aspirational and express the desired result either within the planning horizon, or eventually.

 Policies are specific position statements that support the achievement of goals and serve as guides to the City when reviewing development proposals and making other decisions. Policies seek to achieve the goals by mandating, encouraging, or permitting certain actions.

Words are important and the language used in this plan includes the terms: will, must, require, prohibit, conduct, maintain and implement. These terms result in specific action as directed by the policy. Where more discretion is anticipated this General Plan uses words such as: support, encourage, consider, explore, discourage, and promote.

ENVIRONMENTAL JUSTICE

The California Government Code (Section 65040.12) defines Environmental Justice as: "the fair treatment and meaningful participation of people of all races, culture and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." Environmental justice policies and laws have been established to ensure that all people, regardless of race, color, national origin or income, have equal protection from environmental hazards where they live, work and play. Furthermore, all people should have the equal ability to participate in, and influence, the decision-making process regarding environmental regulations.

In the context of this General Plan, equity is one of the three foundational pillars, or core values, upon which this Plan was developed. As such, goals and policies directly supporting and furthering environmental justice are included in the development of each chapter. The Environmental Justice Strategy, contained in the Supportive Appendices to this General Plan, provides a list of the environmental justice goals and policies from each chapter of this General Plan in one location.

MAPS, ILLUSTRATIONS, & PHOTOGRAPHS

This General Plan includes a variety of maps, diagrams, and illustrations, which reinforce the text of each element. Graphics are incorporated into the General Plan to delineate land use and circulation patterns, community focal points, open space and recreation facilities, biological and cultural resources, and areas requiring special consideration or study. Important or significant environmental resource and hazard areas are also mapped, as well as public and quasi-public facilities. These official maps carry equal authority to the goals and policies of the General Plan. The narrative text in the Plan is explanatory and not considered regulation. It is nearly impossible to show a city as large as Rancho Cucamonga on a single page with any kind of precision. As a result, all the maps are available on-line through the City's GIS portal (https://rcdata-regis.opendata.arcgis.com/).

IMPLEMENTATION STRATEGY

Accompanying the first three volumes of this General Plan is an Implementation Strategy in Volume 4. While policies serve as the primary guidance for decision-making, the implementation strategy is the work plan of actions the City must undertake to implement the General Plan. In some cases, the implementation is a directive to study the issue further, and in others it is to update existing codes and regulations of the City or establish a program to carry out a policy in the General Plan. As many of the policies in the General Plan can be implemented in a variety of ways, the implementation strategy allows for flexibility and creativity in achieving the vision. The implementation strategy provides a list of actions the City will need to undertake to carry through the vision, and each action includes a responsible party and timeframe. It is expected that implementation strategy will be updated more often than the other volumes of the General Plan and is thus adopted separately.

SUPPORTING DOCUMENTS

The polices and implementation measures of this General Plan were based on technical studies, background reports, and existing information concerning the City that are incorporated by reference, but not actually part of the General Plan. The documents can be found on the City's website (https://www.cityofrc.us/GeneralPlan).

INTERPRETATION OF THE GENERAL PLAN

In the event uncertainty exists regarding the location of boundaries of any land use category, proposed public facility symbol, circulation alignment, or other symbol or line found on the official maps of the General Plan, the following procedures will be used to resolve such uncertainty.

Boundaries shown in the General Plan and on official maps as approximately following the limits of any municipal corporation are to be construed as following these limits. Boundaries shown as following or approximately following section lines, half- or quarter-section lines shall be construed as following such lines.

Where a General Plan designation applied to a parcel is not mapped to include an adjacent street or alley, the designation shall be considered to extend to the centerline of the right of way. Boundaries shown as separated from, parallel, or approximately parallel to any of the features listed above shall be construed to be parallel to such features and at such distances therefrom as are shown on the map. Symbols that indicate appropriate locations for proposed public facilities are not property-specific. Rather, they indicate only the general area within which a specific facility should be established.

ANNUAL REVIEW AND MAINTENANCE

The General Plan will be implemented over the next two decades. During this time, the long-range planning efforts for Rancho Cucamonga will use the goals and policies in this plan as a guide. However, a General Plan is a living document, and as the city grows and changes, it may become necessary to amend specific policies and implementation actions from time to time over the life of the plan. In fact, State law encourages annual reviews of implementation actions and recommends that the entire General Plan be thoroughly reviewed every five years to ensure it is still consistent with the community's goals. As part of this review, the City will consider progress towards achieving its goals in context of the implementation actions and work plan presented in Volume 4, Implementation Strategy. State law further requires that the Housing Element be reviewed and updated at least once every eight years.

Any part of the General Plan may be amended to accommodate changing conditions. Property owners, the Planning Commission, the City Council, or City staff may propose amendments. Proposed changes must be reviewed by the Planning Commission and the City Council at public hearings and the potential of environmental impacts must be evaluated in accordance with the California Environmental Quality Act as part of that review process. Community members, neighborhood groups and local organizations are encouraged to stay involved in the on-going planning efforts of the City by actively engaging the in the decision-making process and participating in the implementation of the General Plan.

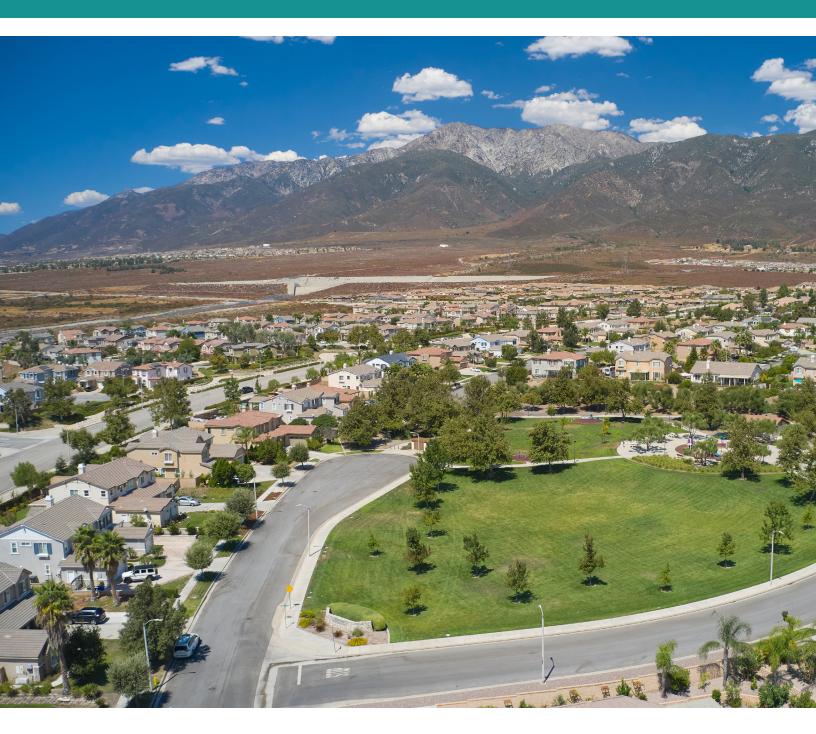
COORDINATION WITH OTHERS

Planning is a collaborative process. The City must work with applicants to ensure development meets the expectations and needs of the community. As a leader in the region, the City also works with other public agencies to plan for regional improvements and obtain services for the City and its residents. The agencies are varied and cover the full range of public and private institutions. The City will continue to serve in this leadership role and will coordinate with existing, and future, groups to meet the needs and of the residents, and to ensure the goals of the General Plan are met. As this is considered a primary function of the City, this General Plan does not include policies for this coordination.

GENERAL PLAN ENVIRONMENTAL IMPACT REPORT

An environmental impact report (EIR) was prepared for the General Plan to comply with the California Environmental Quality Act (CEQA). The EIR contains an analysis of the possible environmental impacts that could result from implementation of this General Plan, and how the Goals, Policies, and implementation measures would address the impacts. As part of the EIR, the City has customized the initial study checklist and adopted thresholds of significance that would apply to the environmental analysis associated with all new development. The intent of the EIR is for the City to focus on environmental issues important to the City and streamline later reviews. The General Plan EIR is available online (https:// www.cityofrc.us/GeneralPlan) The City anticipates that changes to State law and the environment will require a regular review and possibly update to the EIR. Any updates to the General Plan EIR will be concurrent with the maintenance and update of the General Plan.





Volume 3 ENVIRONMENTAL PERFORMANCE



IN THIS VOLUME

Conservation is at the crossroads of stewardship and equity. This Volume combines conservation of land with consideration of the natural resources that affect our health and well-being. Safety is an essential human need, and changes to the climate, Santa Ana winds, and the near year-round fire season make safety planning essential. Protecting people from less immediate danger such as poor air quality, flooding, and water quality impacts is equally important. The people most often affected by air quality impacts are those with the least resources. This Volume commits the City by design and by policy to ensuring that new development does not make air or water quality impacts worse in adjacent neighborhoods, or the city as a whole.

As new residents move in and existing residents move downtown the noises of city life will increase. Noises like sirens, train horns, garbage trucks, and leaf blowers will be balanced by good noise such as children laughing, outdoor music, and markets. The city is no longer a collection of homes surrounded by vineyards and farms, but rather a bustling center of commerce, employment, and transit. This Volume includes recognition that not everywhere can be quiet all the time and makes allowance for people to make a little noise while they are having fun.



RESOURCE CONSERVATION

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Heart of the Matter
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Climate
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Resource Conservation



"A more environmentally friendly and energy efficient city should be our goal."

- Community Member (Public input received from the PlanRC Survey #2, Summer 2020)

RESOURCE CONSERVATION IS...

the act of ensuring that the development and operation of the City does not undermine the health of its residents. People are part of nature and time spent in the natural environment is known to reduce stress and improve the wellbeing of people. In addition to natural resources, such as air and water, this Chapter also includes policies that respects the City's history. The discussion and policies that follow illustrate the commitment made by the City to resource conservation and the importance of the natural environment.

Our history defines how the city developed and provides a foundation for improvement. World-class cities embrace their history and incorporate elements of the past into the future. The act of re-purposing buildings for new use is as old as construction and can be more environmentally sound than new construction. There is something about a classic building or landscape that has withstood time to remain part of the neighborhood. Perhaps old buildings or things like Historic Route 66 are touchstones reminding people that even with change some vestige of the past remains. This General Plan celebrates the City's long history, recognizes all the historic and natural elements that comprise our neighborhoods and sees these things as assets to the community worthy of recognition. Air and water are essential for life and should be accessible to everyone regardless of their economic status or location in the city. Some land uses can impact these resources, and often affect residents far from the buildings themselves. Regulations can only go so far to protect them so this General Plan requires an assessment of the community benefit to be realized by the land use before they can be approved.

STATE LEGAL REQUIREMENTS

California law requires that a General Plan include a conservation chapter that addresses the use of natural resources, including water and its hydraulic force, forests, soils, rivers and other waters, wildlife, minerals, and other natural resources. This Chapter considers the effect of development as described in the Land Use and Community Character Chapter and is the foundation for implementation methods designed to protect water quality and prevent flooding. This Chapter was prepared to meet the requirements of Government Code Section 65302(d) and identifies water courses, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management.

This Chapter also addresses historic and cultural, and tribal cultural resources. In this context, historic and cultural resources consider the built environment since settling of the area. Tribal cultural resources are those of first residents of the area.

The exposure of residents to unclean air can be considered an environmental justice issue since the areas near major transportation routes are often lower income and are disproportionately affected by emissions from busy roadways and rail lines. The city is in the South Coast Air Basin (SCAB), where levels of airborne particulate matter (PM) from emissions and wildfires, and ozone related to both emissions and sunlight, exceed Federal and State air quality standards. Some types of industrial development concentrate truck traffic and their emissions can affect the health of nearby residents.

"I would like Rancho [Cucamonga] to be known for having the ideal balance between nature and infrastructure."

> - Community Member (Public input received from the PlanRC Visioning Survey, Spring 2020)



HEART OF THE MATTER

Although the entire city was once an agricultural area, few large open areas remain that would support commercial agricultural production today. While some agricultural uses are encouraged, and are allowed within all General Plan designations, the city today is too developed to support much in the way of large-scale agriculture. While this may change with time and technologies such as aeroponics, hydroponics, and indoor growing, agriculture is not a dominant land use in the city.

We know people thrive in a clean natural environment with fresh food and healthy choices. The less developed areas of the city see these benefits daily, while the more developed areas rely upon formal landscaping and small-lot gardens. Still other areas of the city lack these resources and it is important direction of this plan to improve the natural environment in these areas. This General Plan includes policies that support urban gardens, edible landscape, and similar close-to-consumer production of agricultural goods.

The air we breathe affects health and is often a visible measure of our quality of life. In general air quality has been improving since the 1970's, but there is still a long way to go. The city has air quality deficiencies that are partly a function of geography, and partly from trains, planes, automobiles, and trucks. During some weather conditions our air quality can adversely affect the health of children, senior citizens, and residents with respiratory health issues. Driving less, planting more, and generally becoming less dependent upon fossil fuels will help with some, but not all, of the air quality issues as the city is in a larger region and affected by emissions originating in other areas. For some projects, particularly those near busy roads, physical filtration may be the only way of ensuring healthy indoor air quality.

OVERVIEW OF THIS CHAPTER

The Resource Conservation Chapter ensures that development is done with care for the local and global resources that make this City special. The stewardship of natural resources is an important responsibility, and this Chapter ensures their consideration with every action.

The following overarching resource conservation goals serve to guide and direct long-term planning in the City of Rancho Cucamonga:

+ **Goal RC-1 Visual Resources.** A beautiful city with stunning views of the San Gabriel Mountains and the Inland Empire.

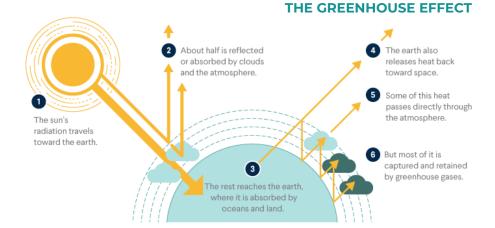
- Goal RC-2 Water Resources. Reliable, readily available, and sustainable water supplies for the community and natural environment.
- + Goal RC-3 Habitat Conservation. Wildlife habitats that support various plants, mammals, and other wildlife species.
- + Goal RC-4 Cultural Resources. A community rich with historic and cultural resources.
- + Goal RC-5 Local Air Quality. Healthy air quality for all residents.
- + **Goal RC-6 Climate Change.** A resilient community that reduces its contributions to a changing climate and is prepared for the health and safety risks of climate change.
- + **Goal RC-7 Energy.** An energy efficient community that relies primarily on renewable and non-polluting energy sources.

Goal RC-1 reinforces the commitment made by the City to ensure that the grandeur of the views from the city are not overshadowed by new development. Goals RC-2 through RC-7 confirm the City's role as a worldclass city in addressing both local and global issues such as air quality and climate change.

HEALTH EFFECTS

High particulate matter (PM) and ground-level ozone concentrations usually come from cars, trucks, and trains, but can also come from new industry. High particulate matter can result in adverse health effects for residents, including lung inflammation, reduced lung function, coughing, wheezing, chest pain, burning in the chest, and shortness of breath. These effects are especially severe in children, older adults, and people with asthma or other existing lung conditions. People in the city who live near heavily traveled roads and railroad tracks are exposed to pollutants at a greater level than other locations in the city. Land uses that generate a similar pollutant should need to demonstrate a community benefit

that exceeds their damage to the community. These benefits should be seen in the areas of the city most affected by the increase in trucks or building emissions and discussed with those neighborhoods before approving the development. The community benefit should be included in a plan, publicly discussed, and adopted as part of any project. Anything less would be a disservice to the residents of this world-class city.





Historic Cucamonga Service Station

Climate change associated with greenhouse gases, may worsen air quality in the city with rising temperatures that will result in more ground-level ozone formation and result in more ozone accumulating in the air. A larger number of extreme heat days and heat wave events may result in more days when air quality standards are exceeded. Another impact of climate change is the potential for more frequent regional wildfire-events that will produce substantial amounts of smoke that contains unhealthy particulate matter.

Greenhouse gases contribute to climate change, which affects everyone. The State, and much of the world, is actively trying to reduce greenhouse gases to slow climate change. As the climate continues to change, we can anticipate more severe weather, longer droughts, hotter heat waves, and more severe storms.

CONSERVATION OF LAND & HISTORIC RESOURCES

HISTORIC RESOURCES

As Rancho Cucamonga developed out of vineyards and citrus groves into the existing residential neighborhoods and industrial and commercial centers, some of the City's long-standing historical buildings have been torn down. Other structures have been lost to disrepair, neglect, redevelopment, and fire. Recognizing that economic prosperity and growth can sometimes overrun the historic fabric of the community, historic preservation groups and the City have made efforts to protect the historical buildings and landmarks that remain. This General Plan reinforces this commitment to recognizing, protecting, and maintaining Rancho Cucamonga's past. While 50 years old is considered the starting point for consideration of historic structures, there is no age requirement for being deemed historic and even newer buildings or areas can be historic if considered so by the community. Several neighborhoods within the city will be turning 50 soon, and this may create challenges for both new construction and remodeling certain buildings within these older neighborhoods. There is no one set of policies or procedures that can be applied uniformly as each project is unique. Certainly not all that is old is worth preserving, but neither should it all be replaced. A balance and respect for the history of the City is the intent. Policies in this plan are designed to allow adaptive reuse of historic structures so that they can remain a part of the city. This is reflected in the Land Use and Community Character Chapter, as well as the context for this General Plan.

Foothill Boulevard is a unique historic route for the City of Rancho Cucamonga, Southern California, and the western United States. Officially, the numerical designation 66 was assigned to the Chicago-toLos Angeles route in the summer of 1926. From the outset, public road planners intended Route 66 to connect the main streets of rural and urban communities along its course for the most practical of reasons: most small towns had no prior access to a major national thoroughfare. Historic Route 66 runs east to west through Rancho Cucamonga and contains historic resources potentially significant for their association with Route 66.

TRIBAL RESOURCES

[Pending completion of SB-18 and AB-52]



North Etiwanda Preserve

CONSERVATION AREAS

As illustrated in Figure RC-1, Conservation Areas, there are several existing and proposed conservation areas within the city. The existing conservation areas, which are managed by several different entities, have been protected from development by the recordation of conservation deed restrictions, with some further protected by the preparation and adoption of conservation management plans.

These conservations areas protect habitats such as alluvial fan sage scrub, sycamore alluvial woodland, California walnut woodland, and freshwater marsh, providing important habitat and corridors for wildlife, ecosystem services, and recreational resources for the public. In total, these areas encompass approximately 1,812 acres of habitat within the General Plan Area and will remain critical to the survival of sensitive species and wildlife occupying these habitats.

As part of the Etiwanda Heights Neighborhood and Conservation Plan (EHNCP), three new conservation areas are proposed, as identified in Figure RC-1. The EHNCP created a regulatory and management framework for securing, expanding, linking, and managing these areas, and systematically transforming areas of threatened habitat and rural open space with a few islands of partial conservation, to an area of permanently conserved, well-managed habitat with a few small islands of rural living in harmony with nature. As growth and development occur it will be essential that preservation remains a priority for sensitive land resources that have significant native vegetation and/or habitat value.

Habitat and vegetation types are shown in Figure RC-2, Habitat, and naturally favor the northern edge of the city along the base of the mountains. The city also has natural and man-made drainages that provide a means for wildlife to enter deep into the developed areas of the city. This General Plan continues the conservation and design attention provided to these areas for protection of nature and the enrichment of the people who enjoy the trails that provide entry into them. The City is committed to protecting natural drainages shown in Figure RC-1 and incorporating them into conservation areas and project design, including by requiring the clustering of development or enabling the transfer of development rights to protect these important resources. The drainages not only provide life through running water, but they allow groundwater recharge and are part of the larger water quality system that helps protect downstream waters from pollutants that may be in the stormwater runoff.

Transfer of Development Rights

Through the Etiwanda Heights Neighborhood and Conservation Plan and City Hillside Ordinance, the City can allow property owners to transfer their development rights for hillsides and future planning areas to preserve natural resources, and to avoid geologic and seismic hazards. This General

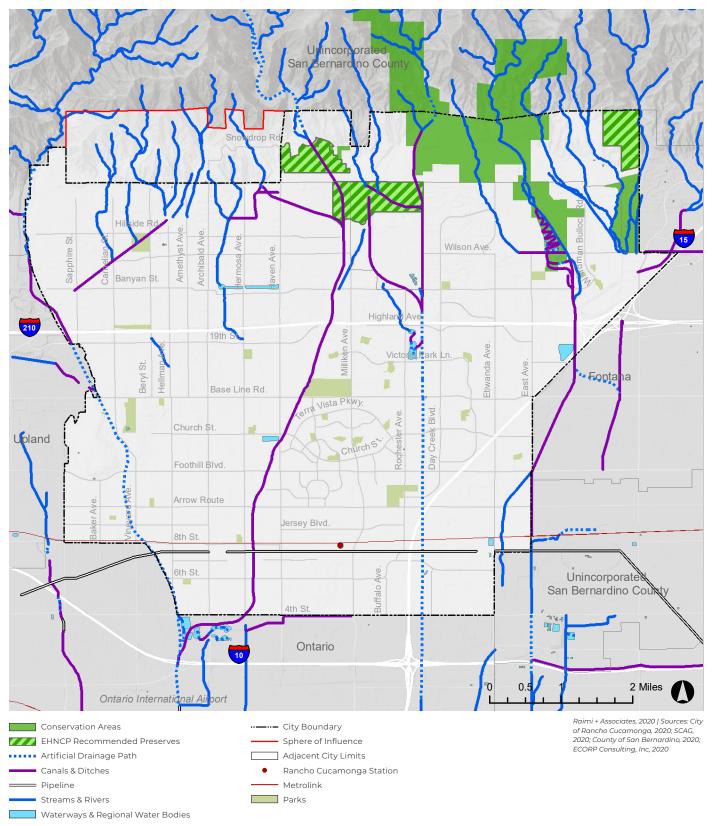


FIGURE RC-1 CONSERVATION AREAS



Riversidean Alluvial Fan Sage Scrub is a key vegetation community that supports biodiversity

Plan includes policies that would extend the potential for a transfer of development rights throughout the Sphere of Influence (See Figure RC-1) to encourage conservation and a more compact urban form.

Grading and the Natural Form

Modern construction is efficient at moving soil and building on flat surfaces. While people benefit from being able to move around easily on these flatter surfaces, we tend to lose topography and the natural beauty found in our hillsides and slopes. Construction also removes geographic features and elements of the landscape that have served as landmarks for generations. The irony is that after the grading, significant resources are spent in replanting and contouring to shadow the original landform. This General Plan requires that grading in hillside or slope areas result in a naturally appearing form and discourages the use of retaining walls or terracing that would destroy the natural beauty of the hills and change the character of these areas forever.

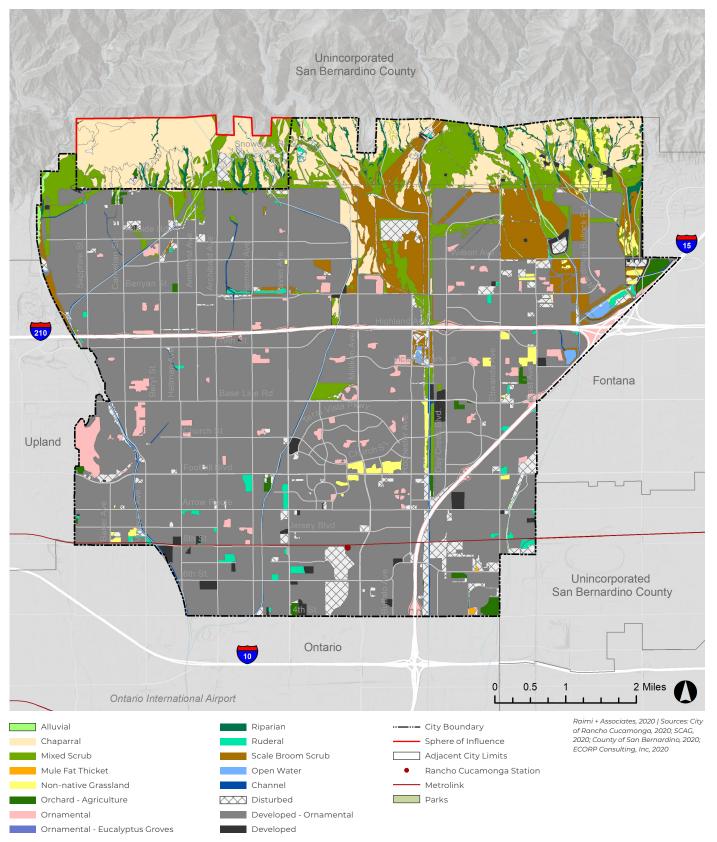
Protected Species

Habitat for several protected plant and animal species are known to occur within the General Plan Area. This General Plan includes policies to avoid or lessen impacts to these species and their habitats. [See Figure RC-2.] Regional connectivity between habitats is essential to the wellbeing of local wildlife. The northern periphery of the city plays an important role in connecting two expansive areas of the Angeles and San Bernardino National Forests. This mountainous area and its associated foothills include corridors, drainages, and open areas attractive to wildlife. With the existing and proposed conservation areas and supporting policies for hillside development and transfer of development rights, any future development in the northern portion of the city will consider and protect the regional flow of wildlife. The undeveloped Day Creek utility and flood control open space corridor may facilitate wildlife movement from the mountains north of the city south through the southern end of the city providing a throughfare for wildlife.

Urban Forest

The urban forest and trees provide many great economic and environmental benefits to planned communities. Trees provide a wonderful aesthetic to the city and are also essential to physical and mental health. Not only our health, but that of migratory birds, raptors, songbirds, and mammals. Trees reduce building cooling costs and make it more inviting to walk along streets and pathways. Water shed trees protect water quality and help prevent flooding, help reduce climate change associated with greenhouse gases, and are our best natural filter for particulate pollution. Our urban forest also helps to mitigate summer air temperatures. As the climate changes, it will be important to replant trees with tree species that can handle the new conditions.

FIGURE RC-2 HABITAT





Open water catch basin



Upper Cucamonga storm drain

WATER RESOURCES

WATER QUANTITY

The city relies primarily upon the Cucamonga Valley Water District to provide water for development. A close working relationship between the City and the District is needed to ensure that our growth does not exceed their ability to provide service. In addition to a collaborative development process, the City also encourages water conservation and actively reviews policies to ensure that water is used efficiently in all development.

The City is also fortunate to contribute to groundwater recharge. Figure RC-3, Water Resources, shows several flood control basins and natural channels throughout the city that are designed to allow for recharge of groundwater through rainfall. This General Plan continues to conserve these areas and includes additional policies to preserve natural drainages. One key component of stormwater management as implemented by the City is that development is required to retain some stormwater on-site.

SURFACE WATER QUALITY

Unchecked, stormwater runoff from the city can pollute local waterways and even groundwater, causing contamination that can last for generations. Current stormwater retention and filtration requirements address this for new development, however large areas of the city have already been built and the stormwater capture requirements only take effect once additional construction is proposed. As a result, the city relies on stormwater basins to capture debris and slow the speed of runoff to reduce erosion. Many water quality issues can be addressed by providing information to residents on the importance of keeping pollutants out of the stormwater system. This General Plan continues and expands the City's public service announcements, advertisements, or signage that reminds people of the connection between water features in the city.

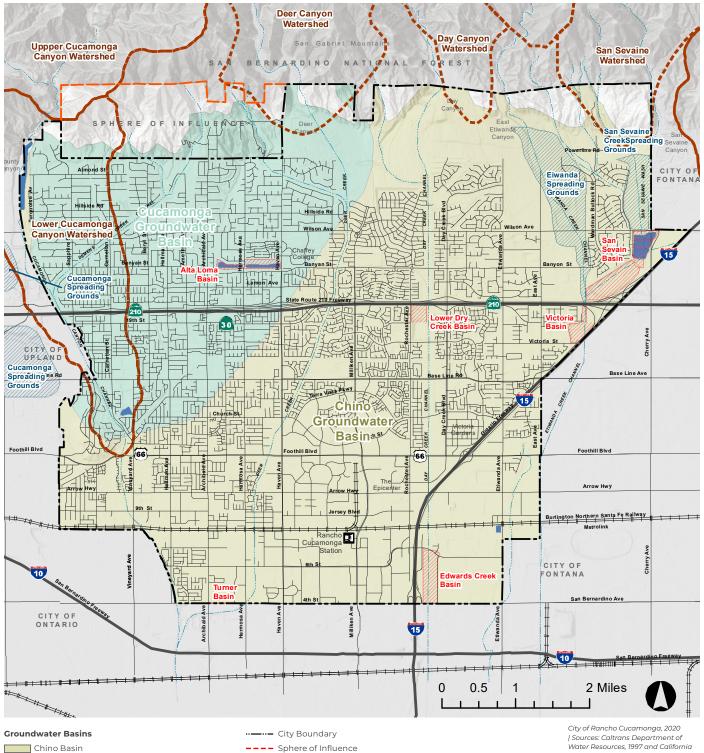


FIGURE RC-3 WATER RESOURCES

Cucamonga Basin

----- Waterways

Resources Agency, 2006

Recharge Basins and Spreading Grounds

Recharge Basin

Spreading Grounds

Watersheds



Pacific Electric Inland Empire Trail

AIR RESOURCES

MOBILE EMISSIONS

Vehicles are the largest source of the pollutants that react in the air to form ozone. Several major freeways and roadways that run through Rancho Cucamonga, including Interstate 15 (I-15), State Route 210 (SR-210), and Foothill Boulevard, are major thoroughfares contributing to the poor air quality experienced by many residents of Rancho Cucamonga. This includes notably high levels of diesel particulate matter (diesel PM), especially in areas of the city within 500 feet of these freeways and major roadways. This increased exposure to toxic air contaminants (TACs) places city residents, and especially any sensitive individuals in these areas, at higher risk for experiencing adverse cancer and noncancer health effects.

Reducing the need to use a vehicle by siting goods and services near homes, and providing attractive, safe, and convenient ways to walk, bike, rollerblade or use other means of getting there without the need of an internal combustion engine, is the most effective way of improving local air quality. While there will always be a need for some trips, the expectation of this General Plan is that residents will have the multiple options for getting around. Policies in other chapters that require connectivity between neighborhoods, completion of road grids, trails, and paths, will all help to address both air quality and greenhouse gas emissions.

STATIONARY EMISSIONS

Large stationary sources emitting more than ten tons of at least one health-impacting pollutant per year within the City are rare and regulated by the South Coast Air Quality Management District (SCAQMD). New industrial development that would be a large emitter of pollutants is unlikely to be permitted within the city.

COMMUNITY BENEFIT PLAN

Large industrial projects require high volumes of trucks that are known to cause damage to local roadways, cause air pollution that affects the health and wellbeing of nearby residents through air pollution and an increase in noise. Unfortunately, the trend of these types of industry is to hire fewer workers and low paying wages, resulting in little social or fiscal benefit to the City. This General Plan requires larger industrial projects that generate significant truck traffic to demonstrate community benefit outside of their project boundaries. This can include improvements to neighborhoods most affected by the increase in truck traffic, reconstruction of roadways affected by the increase in traffic, or other offset features that allow the City to balance the negative impacts of the project with positive long-term benefits to the community.

CLIMATE

GREENHOUSE GASES

In 2016, the State passed Senate Bill (SB) 32, which sets a statewide goal of reducing emissions 40 percent below 1990 emission levels by the year 2030. The State has also set long-term goals for an 80 percent reduction by the year 2050, and recently, Executive Order B-55-18 set a steeper goal for the State to achieve economy-wide carbon neutrality by 2045. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions should be offset by equivalent net removals of carbon dioxide equivalent (CO_2 -eq) from the atmosphere, including through sequestration in forests, soils, and other natural landscapes. The State's current goals and targets are listed in Table RC-1 below.

TABLE RC-1STATE OF CALIFORNIA GHG EMISSIONS REDUCTIONGOALS AND TARGETS

Target Year	Goal/Target	Authority
2020	Reduce GHG emissions to 1990 levels	Assembly Bill 32 (2006)
2030	Reduce GHG emissions 40 percent below 1990 levels	Senate Bill 32 (2016)
2045	Net carbon neutral emissions	Executive Order B-55-18 (2018)
2050	Reduce GHG emissions 80 percent below 1990 levels	Executive Order S-03-05 (2005)

In support of these newer GHG reduction targets and carbon neutrality goals, the State has funded and pursued research, program development and implementation, rulemaking, and incentives. The State's Building Energy Efficiency Standards, Green Building Code, and Appliance Efficiency Regulations have been and are expected to be updated every three years to meet the State's goals for zero net energy buildings as outlined in the State's Energy Efficiency Strategic Plan, further developed in Action Plans. In addition, the State has set zero emissions goals for the transportation sector, zero carbon goals for the energy sector, and related goals to support reductions in the waste sector and from climate pollutants.

GREENHOUSE EFFECT

The release of gases, such as carbon dioxide (CO_2) , methane (CH_4) , and nitrous oxide (N_2O) , creates a blanket around the earth that allows light to pass through but traps heat at the surface preventing its escape into space.

Metric tons of carbon dioxide equivalent or MTCO2e is the unit of measurement in this tool. The unit "CO2e" represents an amount of a GHG whose atmospheric impact has been standardized to that of one unit mass of carbon dioxide (CO2), based on the global warming potential (GWP) of the gas. A metric ton is equal to 1 kilogram or 2,204.6 pounds.



View toward the San Gabriel Mountains

These gases function similarly to the glass panes of a greenhouse, which allow sunlight to pass into the building but trap heat inside, hence the name for this process: the greenhouse effect. While the greenhouse effect is a naturally occurring process that is vital for the existence of life, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of greenhouse gases in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

In California, transportation, and the generation of electricity account for over half of all greenhouse gas emissions. Figure RC-4 shows the greenhouse gas emissions by sector in the city. The greenhouse gas generation for the City is like that of the State with transportation and building energy contributing most of the impact. It is important then, to realize that a reduction in trips and more efficient buildings will result in the largest reduction in greenhouse gas emissions.

The development envisioned by this General Plan is intended to reduce the need to drive by improving access by sidewalk, pathway, and trail, and by, arranging land uses close to where people live to give them options for moving around with or without their vehicle. To a certain extent changes in vehicle technology, more energy efficient homes, education, and changes to the building code to encourage solar panels, will reduce greenhouse gas emissions. In addition to these technologies there are some low-tech methods of addressing this issue. These can include maintaining an urban forest of trees, parks, and landscaping, connecting pedestrian paths and bikeways throughout the city to encourage active transportation, giving priority to transit, and encouraging a more compact urban form, all of which are embedded in this General Plan.

This plan also allows for the City to create a program that would allow new development in one part of the city to offset some of its greenhouse gas emission by improving areas of the city where additional pedestrian trails, trees, and other modernization would reduce greenhouse gas emission. This is a smaller and local version of the statewide cap and trade program available to large industries.

CLIMATE CHANGE

Since the early 1990s, scientific consensus holds that the world's population is releasing GHGs faster than the earth's natural systems can absorb them. These gases are released as byproducts of fossil fuel combustion, waste disposal, industrial processes, land-use changes, and other human activities. While often used interchangeably, there is a difference between the terms "climate change" and "global warming." According to the National Academy of Sciences, climate change refers to any significant, measurable change of climate lasting for an extended period that can be caused by both natural factors and human activities. Global warming, on the other hand, is an average increase in the temperature of the atmosphere caused by increased GHG emissions. The use of the term "climate change" is more accurate because it encompasses all changes to climate, not just temperature.

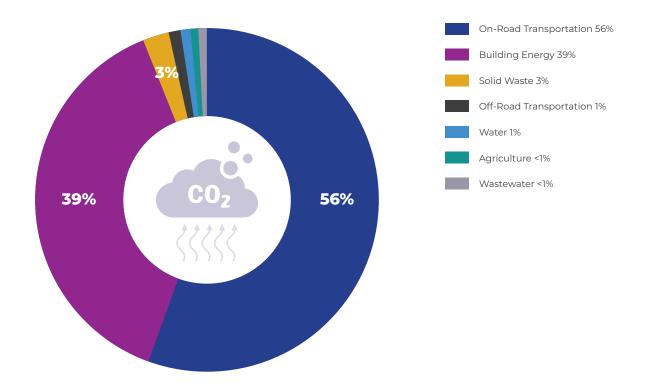


FIGURE RC-4 2018 GREENHOUSE GAS GENERATION BY THE CITY

CLIMATE ACTION PLAN

The State of California Scoping Plan includes guidance for local jurisdictions to reduce GHG emissions through local planning and permitting. The State recommends that local governments evaluate and adopt robust and quantitative locally-appropriate GHG reduction goals that align with the statewide per capita targets of no more than six metric tons of carbon dioxide equivalent (MTCO₂e) per capita by 2030 and no more than two MTCO₂e per capita by 2050. Recognizing that not all statewide emissions can be reduced at the local level, the guidance also states that it is appropriate for local jurisdictions to derive evidence-based local per capita goals based on local emissions sectors and population projections. Local GHG reduction strategies to achieve the statewide targets can be implemented through standalone documents such Climate Action Plans (CAPs) or can be integrated into other planning documents with policies that include GHG emissions reduction targets. The City has prepared a CAP as a companion to this General Plan. The updated CAP will contain locally set GHG goals and can serve as a performance metric for later projects. Additionally, a qualified climate action plan can help streamline projectlevel environmental review.

Green Technology is technology that is intended to mitigate or reverse the effects of human activity on the environment.

GOALS AND POLICIES

GOAL RC-1 VISUAL RESOURCES. A beautiful city with stunning views of the San Gabriel Mountains and the Inland Empire.

- **RC-1.1** View Corridors. Protect and preserve existing signature public views of the mountains and the valleys along roadways, open space corridors, and at other key locations.
- **RC-1.2** Orient toward View Corridors. Encourage new development to orient views toward view corridors, valley and mountains.
- **RC-1.3 Transfer of Development Rights.** Allow the transfer of development rights from conservation areas to select development areas throughout the city and Sphere of Influence to protect hillsides, natural resources, and views and to avoid hazards and further the City's conservation goals.
- **RC-1.4 Dark Sky.** Limit light pollution from outdoor sources, especially in the rural, neighborhood, hillside, and open spaces to maintain darkness for night sky viewing.
- **RC-1.5 Transit Corridor Views.** Require that new development along major transit routes and travel corridors include 360-project design and landscape or design screening of outdoor activity, and storage, including views from the transit routes and travel corridors.
- RC-1.6 Hillside Grading. Grading of hillsides shall be minimized, following natural landform to the maximum extent possible.
 Retaining walls shall be discouraged and if necessary screened from view.
- **RC-1.7 Preservation of Natural Land Features.** Preserve significant natural features and incorporate into all developments. Such features may include ridges, rock outcroppings, natural drainage courses, wetland and riparian areas, steep topography, important or landmark trees and views.

GOAL RC-2 WATER RESOURCES. Reliable, readily available, and sustainable water supplies for the community and natural environment.

- **RC-2.1** Water Supplies. Protect lands critical to replenishment of groundwater supplies and local surface waters (Figure RC-3).
- **RC-2.2** Groundwater Recharge. Preserve and enhance the existing system of stormwater capture for groundwater recharge.
- **RC-2.3 Riparian Resources.** Promote the retention and protection of natural stream courses from encroachment, erosion, and polluted urban runoff.

- **RC-2.4** Waterways as Amenities. When considering new development applications and infrastructure improvements where waterways are on-site, adjacent, or nearby, incorporate the waterway into the design as a feature.
- **RC-2.5** Water Conservation. Require the use of cost-effective methods to conserve water in new developments and promote appropriate water conservation and efficiency measures for existing businesses and residences.
- **RC-2.6** Irrigation. Encourage the conversion of water-intensive turf/ landscape areas to landscaping that uses climate- and wildfireappropriate native or non-invasive plants, efficient irrigation systems, greywater, and water efficient site maintenance.
- **RC-2.7** Greywater. Allow and encourage the use of greywater to meet or offset on-site non-potable water demand.

GOAL RC-3 HABITAT CONSERVATION. Wildlife habitats that support various plants, mammals, and other wildlife species.

- **RC-3.1** Sensitive Habitat. Encourage the preservation of the integrity of sensitive land resources that have significant native vegetation and/or habitat value such as riparian habitat areas, creek corridors, Riversidean Alluvial Fan Sage Scrub (RAFSS), wetlands, and sensitive wildlife habitat that supports biological resources.
- **RC-3.2 Biological Preserves.** Allow and encourage the expansion of sensitive biological preserve areas (e.g., North Etiwanda Preserve, Day Creek Preserve, and San Sevaine Preserve) and other important habitat areas with an emphasis on wildlife connectivity between habitats and connectivity to the national forest.
- **RC-3.3** Wildlife Corridors. Encourage the creation, maintenance, and protection of open space areas that provide strategic wildlife corridors and vital connectivity between habitat areas.
- **RC-3.4** Landscape Design. Encourage new development to incorporate native vegetation materials into landscape plans and prohibit the use of species known to be invasive according to the California Invasive Plant Inventory.
- **RC-3.5 Buffers from New Development.** Require new developments adjacent to identified plant and wildlife habitat areas to establish and maintain a protective buffer.
- **RC-3.6** Grading and Vegetation Removal. Limit grading and vegetation removal of new development activities to the minimum extent necessary for construction and to reduce erosion and sedimentation.

RC-3.7 Urban Forestry Plan. Minimize damage associated with windand fire-related hazards and risks and address climate change and urban heat island effects through the development of an urban forestry plan that addresses and proper and appropriate landscaping, plant and tree selection and replacement, planting and vegetation management techniques.

GOAL RC-4 CULTURAL RESOURCES. A community rich with historic and cultural resources.

- **RC-4.1 Disturbance of Human Remains.** In areas where there is a high chance that human remains may be present, the City will require proposed projects to conduct a survey to establish occurrence of human remains, and measures to prevent impacts to human remains if found.
- **RC-4.2 Discovery of Human Remains.** Require that any human remains discovered during implementation of public and private projects within the city be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.
- **RC-4.3 Protected Sites.** Require sites with significant cultural resources to be protected.
- **RC-4.4 Preservation of Historic Resources.** Encourage the preservation of historic resources, buildings, and landscapes.
- **RC-4.5 Historic Buildings.** Encourage the feasible rehabilitation and adaptive reuse of older buildings.
- **RC-4.6 Paleontological Resources.** Require any paleontological artifacts found within the city or the Sphere of Influence to be preserved, reported, and offered for curation at local museums or research facilities.

GOAL RC-5 LOCAL AIR QUALITY. Healthy air quality for all residents.

- **RC-5.1 Pollutant Sources.** Minimize increases of new air pollutant emissions in the city and encourage the use of advance control technologies and clean manufacturing techniques.
- **RC-5.2** Air Quality Land Use Compatibility. Avoid siting of homes, schools, hospitals, and childcare facilities and land uses within 500 feet of land uses that are considered large emitters.
- **RC-5.3 Barriers and Buffers.** Require design features such as site and building orientation, trees or other landscaped barriers, artificial barriers, ventilation and filtration, construction, and operational practices to reduce air quality impacts during

construction and operation of large stationary and mobile sources.

- **RC-5.4** Health Risk Assessment. Consider the health impacts of development of sensitive receptors within 500 feet of a freeway, rail line, arterial, collector or transit corridor sources using health risk assessments to understand potential impacts.
- **RC-5.5** Impacts to Air Quality. Ensure new development does not disproportionately burden residents, due to age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, with health effects from air pollution. Prioritize resource allocation, investments, and decision making that improves air quality for residents disproportionately burdened by air pollution because of historical land use planning decisions and overarching institutional and structural inequities.
- **RC-5.6 Community Benefit Plan.** Require that any land use generating or accommodating more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week, provide a community benefit plan demonstrating an offset to community impacts of the truck traffic.
- **RC-5.7** New Sensitive Receptors Near Existing Industrial Uses. Avoid placing homes, schools, hospitals, and childcare facilities within 1,000 feet of a land use that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week.
- RC-5.8 New Localized Air Pollution Sources Near Existing Sensitive Receptors. Avoid placing land uses that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week within 1,000 feet of homes, schools, hospitals, and childcare facilities.
- RC-5.9 Truck Hook-Ups at New Industrial or Commercial Developments. Require new industrial or commercial developments at which heavy-duty diesel trucks idle on-site to install electric truck hook-ups in docks, bays, and parking areas.
- **RC-5.10** Clean and Green Industry. Prioritize non-polluting industries and companies using zero or low air pollution technologies.
- **RC-5.11 Dust and Odor.** Require new construction to include measures to minimize dust and odor during construction and operation.

GOAL RC-6 CLIMATE CHANGE. A resilient community that reduces its contributions to a changing climate and is prepared for the health and safety risks of climate change.

- **RC-6.1 Climate Action Plan.** Maintain and implement a Climate Action Plan (CAP) that provides best management practices for reducing greenhouse gas emissions.
- **RC-6.2 Renewable Energy.** Encourage renewable energy installations and facilitate green technology and business.
- **RC-6.3 Reduce Energy Consumption.** Encourage a reduction in community-wide energy consumption.
- **RC-6.4** Urban Forest. Protect the city's healthy trees and plant new ones to provide shade, carbon sequestration, and purify the air.
- RC-6.5GHG Reduction Goal. Reduce emissions to 80 percent below1990 levels by 2050 and achieve carbon neutrality by 2045.
- **RC-6.6 Co-Benefits.** Prioritize the development and implementation of GHG reduction measures that also achieve economic, health, social, environmental, and other co-benefits for the City and its residents and businesses.
- **RC-6.7** Structural Equity. Encourage GHG reduction and climate adaptation measures such as trail completion, equipment upgrade, sidewalk connectivity, tree planting, and buffers be included in the City's Capital Improvement Program (CIP) to improve areas of the city where these features are lacking.
- **RC-6.8 Reduce Vehicle Trips.** Require Transportation Demand Management (TDM) strategies, such as employer provided transit pass/parking credit, bicycle parking, bike lockers, highspeed communications infrastructure for telecommuting, and carpooling incentives, for large office, commercial, and industrial uses.
- **RC-6.9** Access. Require pedestrian, vehicle, and transit connectivity of streets, trails, and sidewalks, as well as between complementary adjacent land uses.
- **RC-6.10 Green Building.** Encourage the construction of buildings that are certified Leadership in Energy and Environmental Design (LEED) or equivalent, emphasizing technologies that reduce GHG emissions.
- **RC-6.11 Climate-Appropriate Building Types.** Encourage alternative building types that are more sensitive to and designed for passive heating and cooling within the arid environment found in Rancho Cucamonga.
- **RC-6.12 Reduced Water Supplies.** When reviewing development proposals, consider the possibility of constrained future water supplies and require enhanced water conservation measures.

- **RC-6.13 Designing for Warming Temperatures.** When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.
- **RC-6.14 Designing for Changing Precipitation Patterns.** When reviewing development proposals, encourage applicants to consider stormwater control strategies and systems for sensitivity to changes in precipitation regimes and consider adjusting those strategies to accommodate future precipitation regimes.
- **RC-6.15** Heat Island Reductions. Require heat island reduction strategies in new developments such as light-colored paving, permeable paving, right-sized parking requirements, vegetative cover and planting, substantial tree canopy coverage, and south and west side tree planting.
- **RC-6.16 Public Realm Shading.** Strive to improve shading in public spaces, such as bus stops, sidewalks and public parks and plazas, through the use of trees, shelters, awnings, gazebos, fabric shading and other creative cooling strategies.
- **RC-6.17** Offsite GHG Mitigation. Allow the use of creative mitigation efforts such as offsite mitigation and in lieu fee programs as mechanisms for reducing project-specific GHG emissions.
- **RC-6.18** Water Sources with Low GHG Emissions. Encourage local and regional water utilities to obtain water from sources with low or no GHG emissions.

GOAL RC-7 ENERGY. An energy efficient community that relies primarily on renewable and non-polluting energy sources.

- **RC-7.1** Electric Vehicle (EV) Charging on City Property. As funding is available, encourage the installation of publicly available electric vehicle charging stations at City-owned buildings, facilities, property, and in the public right-of-way.
- **RC-7.2** New EV Charging. Require new multifamily residential, commercial, office, and industrial development to include charging stations, or include the wiring for them.
- **RC-7.3 EV Charging Retrofits.** Encourage existing development to retrofit to include charging stations.
- **RC-7.4** New Off-Road Equipment. When feasible, require that offroad equipment such as forklifts and yard tugs necessary for the operations of all new commercial and industrial developments be electric or fueled using clean fuel sources.

- **RC-7.5** Municipal Vehicle Fleet. Reduce fossil fuel consumption of the City's vehicle fleet by increasing the number of electric or zero emissions vehicles.
- **RC-7.6** Efficiency Retrofits. Encourage existing private property owners to implement energy efficiency retrofits during substantial improvement as defined by the California Building Code.
- **RC-7.7** Sustainable Design. Encourage sustainable building and site design that meets the standards of Leadership in Energy and Environmental Design (LEED), Sustainable Sites, Living Building Challenge, or similar certification.
- **RC-7.8** Farmers Market, Fork to Table. Support microscale agriculture and farmers markets, and similar methods of encouraging locally grown and consumed produce.
- **RC-7.9 Passive Solar Design.** Require new buildings to incorporate energy efficient building and site design strategies for the arid environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.
- **RC-7.10** Alternative Energy. Continue to promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.
- **RC-7.11 Community Development Subdivisions.** When reviewing applications for new subdivisions, require residences be oriented along an east-west access, minimizing western sun exposure, to maximize energy efficiency.
- **RC-7.12 Solar Access.** Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.
- **RC-7.13 Energy-Efficient Infrastructure.** Whenever possible, use energy-efficient models and technology when replacing or providing new city infrastructure such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.



Electric Vehicle Charging Station



Solar panels in Central Park



Opening Day at Los Amigos Park



Pacific Electric Inland Empire Trail





Drought tolerant landscape

Wind energy





"Public safety needs to keep up with population growth; people want to move to a safe community."

- Community Member (Public input received during Forum On Our Future, July 2020)

SAFETY IS...

recognizing that natural and human-caused hazards have the potential to harm people and things, the economic impact to people is another form of harm. It is prudent to plan for emergencies and uncertainty that can threaten the safety and security of residents and businesses. Three earthquake faults either bisect the City or pass-through areas nearby, and the city is adjacent to the Angeles and San Bernardino National Forests which increases the potential wildfire. Combined with these threats are the Santa Ana wind conditions that can cause damage even without wildfire. Making matters worse is climate change that could increase the intensity of these threats by resulting in drier and hotter weather. Wetter and more intense winter storms could inundate parts of the city that have never experienced flooding or result in slope instability causing landslides or mudslides.

This Chapter identifies hazards that would affect the city and supports plans to deal with the hazard. While it is not possible to prevent these hazards, the fact that this City has plans, and will allocate the resources to deal with the hazard, will provide comfort to the people affected by them.

STATE LEGAL REQUIREMENTS

State law requires that the General Plan include an element that identifies hazards such as flooding, wildfire, and ground disturbance (Government Code Section 65302 (g)). This Chapter meets the legal requirements for a Safety Element and includes policies intended to reduce injury to people and damage to the city. Relevant issues addressed in this Chapter include seismic and geologic hazards (seismically induced surface rupture, ground shaking, ground failure, slope instability leading to mudslides and landslides, and liquefaction), flooding (includes dam failure), wildland and urban fires, evacuation routes, climate adaptation, and human-caused hazards. Other issues required under this government code section do not apply to the city and are not addressed. The Chapter is also in alignment with other chapters, as required by State law, including: (1) Housing, (2) Land Use, (3) Mobility, and (4) Open Space and Conservation. Rancho Cucamonga has also developed and adopted a Local Hazard Mitigation Plan (LHMP), an Emergency Operations Plan (EOP), a Community Wildfire Protection Plan (CWPP), and an Evacuation Assessment, all of which allow the City to become eligible for federal grant funding to mitigate many of these natural hazards.

The Local Hazard Mitigation Plan (LHMP) serves to reduce injury, loss of life, property damage, and loss of services from natural disasters. This LHMP provides a comprehensive analysis of the natural and human-caused hazards that threaten the city, with a focus on mitigation, allowing the City to remain eligible to receive additional federal and state funding to assist with emergency response and recovery, as permitted by the federal Disaster Mitigation Act of 2000 and California Government Code Sections 8685.9 and 65302.6; and it complements the efforts undertaken by the Safety Element.

The LHMP complies with all requirements set forth under the federal Disaster Mitigation Act of 2000 and received approval from the Federal Emergency Management Agency (FEMA) in 2021. Sections of this Chapter are supplemented by the LHMP, incorporated by reference in this Chapter, as allowed by California Government Code Section 65302(g).



HEART OF THE MATTER

The people of this City will continue to be vulnerable to hazards. Based on current mapping and understanding, areas of greatest concern include portions of the city north of State Route 210 and properties adjacent to flood management infrastructure. Evacuation of these areas would be improved through better roadway connectivity as addressed in the Mobility and Access Chapter. Policies in this General Plan address new development near hazard areas. It is also important that existing and new infrastructure be ready for hazards and be designed for climate change resilience.

Key concerns include the following:

- Areas along the northern portion of the city are located within Special Study Zones due to active or potentially active earthquake faults. A better understanding of the location of these faults and historic seismic activity will allow the City to mitigate potential seismic hazards.
- Developed and undeveloped properties within the northern portion of the city are vulnerable to wildfire risks due to their proximity to forested lands and land adapted to periodic wildfire events. New and existing development should effectively manage vegetative fuel loads and maintain adequate fuel modification zones to reduce wildfire potential and spread.
- Areas of the city north of State Route 210 should be evaluated and analyzed for evacuation purposes to ensure that the circulation network is adequately designed and maintained for daily and emergency purposes.
- Investments in community amenities and infrastructure should anticipate changes in future conditions resulting from extreme weather events and climatic conditions that diminish these assets' effectiveness.
- + Future developments and community investments should prioritize locations in reduced hazard areas, which will ensure safer future operations and risk reduction.

To better address the potential harm that could result in injury, loss of life, property damage, and monetary loss, Rancho Cucamonga has developed a comprehensive suite of plans and analyses that address these concerns. Each plan plays a critical role in protecting residents and businesses and ensuring continuity of operations and governance. For greater detail and understanding of the issues affecting Rancho Cucamonga along with plans to address those concerns, refer to the following documents:

- + Natural Hazards Existing Conditions Report (2020)
- + Rancho Cucamonga Local Hazard Mitigation Plan Update (2021)
- + PlanRC Evacuation Assessment (2021)
- + Rancho Cucamonga Emergency Operations Plan (2021)
- + Rancho Cucamonga Community Wildfire Protection Plan (2021)

OVERVIEW OF THIS CHAPTER

Safety is a fundamental human need, and this Chapter ensures that people who live in the city, as well as those who will live here in the future, are protected. Constant training for disaster and vigilance for changing threats continues in the city, as will review of new development and the potential for threats.

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

- **Goal S-1 Leadership.** A city that is recognized for its leadership role in resilience and preparedness.
- **Goal S-2 Seismic and Geologic Hazards.** A built environment that minimizes risks from seismic and geologic hazards.
- **Goal S-3 Wildfire Hazards.** A community where wildfire impacts are minimized or reduced through investments in planning and resilience.
- **Goal S-4 Flood Hazards.** A community where developed areas are not impacted by flooding and inundation hazards.
- **Goal S-5 Emerging Hazards.** A built environment that incorporates new data and understanding about changing hazard conditions and climate stressors.
- **Goal S-6 Human Caused Hazards.** A community with minimal risk from airport hazards and hazardous materials.

Goal S-1 affirms the leadership role of the City in the region for hazards planning. Goals S-2 through S-6 ensures that new development is aware of existing hazards and plans for changes anticipated over time. The overarching goal is to maximize training and preparation for unforeseen events and ensure that new development does not put people in harm's way.

The PlanRC Evacuation Assessment identifies the routes predominantly used by the City during emergency incidents that require evacuation. As part of this assessment, the City has identified the scenarios that are most likely to involve evacuation efforts and areas of the city that have limited evacuation routes and/or constraints in conformance with the requirements of Government Code Section 65302 (g) 5 [SB 99] and 65302.15 (AB 747).



Seismically damaged road

SEISMIC HAZARDS

Rancho Cucamonga is susceptible to earthquakes and other seismically induced effects. Seismic hazards can be categorized as primary or secondary, as indicated below. Primary seismic hazards refer to seismic shaking and fault rupture. Secondary seismic hazards refer to liquefaction and earthquake-induced landslides.

SEISMIC SHAKING (PRIMARY)

Seismic shaking is the movement of the Earth's surface during an earthquake, which is generally the primary cause of earthquake damage. Generally, the greater the earthquake magnitude and proximity to the epicenter, the greater the potential for damage and/or loss. The intensity of seismic shaking directly relates to the amount of energy released by the seismic event, which is dictated by the depth of the fault movement and the length of the fault that has moved. Shaking intensity is typically dictated by the proximity to the location of the seismic event. The closer to the epicenter (point of origin for an earthquake), the greater the shaking felt. Seismic shaking is of particular concern to Rancho Cucamonga due to the proximity to active faults like the Cucamonga Fault, Red Hill-Etiwanda Avenue fault (both located within the city), the San Andreas Fault (15.5 miles northeast of the city), and the San Jacinto Fault (14 miles northeast of the city). Both the San Andreas and San Jacinto faults can generate earthquakes with magnitudes greater than 7.0 on the Richter scale.

FAULT RUPTURE (PRIMARY)

Earth is covered in tectonic plates in constant movement, shifting and moving closer together, or further apart, or even past one another. This movement past one another commonly causes friction, resulting in plates that "stick." An earthquake is the release of built-up pressure from sticking plates, releasing the build-up of energy. These rapid movements can potentially cause earthquake fault rupture. Fault rupture is hazardous if structures are built on top of faults or if infrastructure crosses faults. If fault rupture occurs, structures within the area of movement could be damaged. Areas of known fault rupture hazard in California are identified in Alquist-Priolo Special Study Zones. For Rancho Cucamonga, two faults are identified within these zones (Cucamonga Fault and Etiwanda Fault Scarp), as depicted in Figure S-1, Rancho Cucamonga Special Study Fault Zones. The City has designated a fault hazard zone for the Red Hill Fault, which requires the same level of analysis required by the California Geological Survey in compliance with the Alquist Priolo Earthquake Zoning Act.

LIQUEFACTION (SECONDARY)

Liquefaction is a phenomenon that occurs when seismic shaking causes saturated soils to lose strength and behave like a liquid. This behavior poses significant difficulties for any building or structure in areas where liquefaction can occur. Additionally, underground structures, pipelines, or storage facilities are also vulnerable to liquefaction. Within the city, small areas near Hellman Avenue and Base Line Road, and west of Vineyard Avenue and south of Base Line Road (Figure S-2) are identified as having liquefaction potential requiring additional analysis and potential mitigation

EARTHQUAKE-INDUCED LANDSLIDE (SECONDARY)

Earthquake-induced landslide areas are defined as steep topography areas and weak geologic formations that become unstable during an intense seismic event. These areas are predominantly located in the undeveloped northern portions of the city, as shown in Figure S-2, Potential Liquefaction and Earthquake-Induced Landslides. Additional analysis and potential mitigation may be required for lands within these areas. For additional details on slope stability issues and concerns, please refer to the Rancho Cucamonga Local Hazard Mitigation Plan Update.



Landslide

WILDFIRE

The most common type of natural hazards in California are wildfires, which can burn large areas of undeveloped or natural land guickly. They often begin as smaller fires caused by lightning strikes, downed power lines, or unattended campfires. Small fires quickly become large fires when low humidity, high temperatures, and strong winds combine to create critical weather conditions. Santa Ana winds can carry burning embers over a mile, starting new fires well ahead of the main body of a wildfire. Periods of prolonged drought increase wildfire events at times when water for firefighting is scarcer. Typically, wildfires pose minimal threat to people and buildings in urban areas but increasing human encroachment into natural areas increases the likelihood of injury to people and animals, along with damage to structures and the environment. This encroachment occurs in areas identified as the wildland-urban interface which are locations where development meets undeveloped land with vegetation susceptible to wildland fires. These are the areas classified by Cal FIRE as high and very high fire hazard severity zones. While Rancho Cucamonga is primarily an urban environment, its geographical location and proximity to the chaparral ecosystem that dominates the foothills of the Angeles and San Bernardino National Forests increases the likelihood of wildfires in and near Rancho Cucamonga. All these factors increase the opportunity for wildfires to ignite, grow, and spread into the city.



FIGURE S-1 RANCHO CUCAMONGA SPECIAL STUDY FAULT ZONES

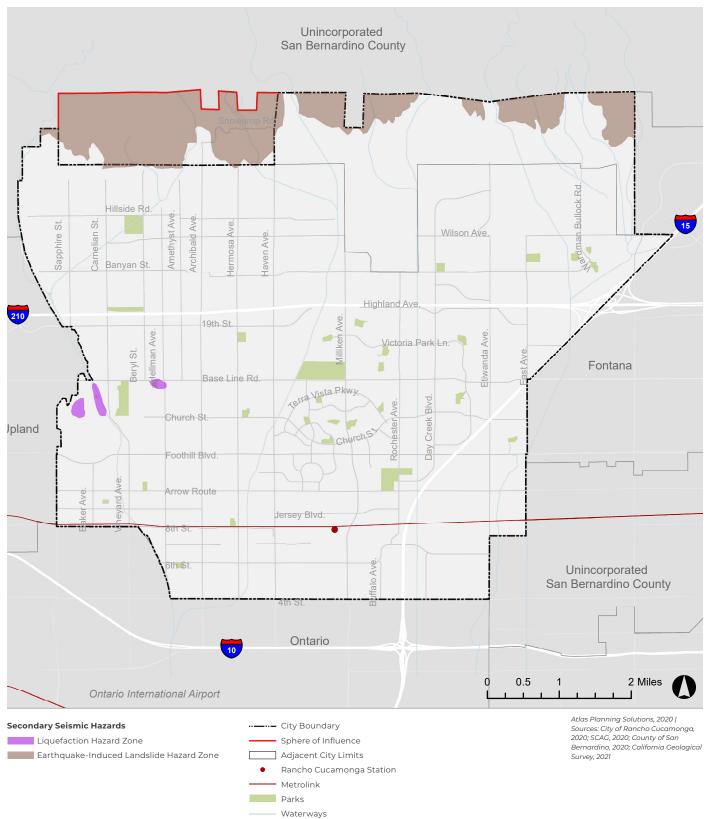


FIGURE S-2 POTENTIAL LIQUEFACTION AND EARTHQUAKE-INDUCED LANDSLIDES



Wildfire spreading along roadside

A key component of effective fire response and suppression is the ability to meet peak-load water supply requirements. The City and Fire Protection District require all developments to install adequate water conveyance facilities to meet these requirements. To ensure adequate water supplies are available, all development applications are required to verify with the appropriate water supplier (Cucamonga Valley Water District or Fontana Water Company) that adequate water supplies are available to serve the proposed development. If this requirement is not met, the proposed development cannot begin construction.

Figure S-3, Historic Wildfire Perimeters, displays the perimeters for key historic wildfires that have occurred within the city from 1970 through 2014. In 2003 the Grand Prix Fire and the Old Fire burned large portions of the Angeles and San Bernardino National Forests. The Old Fire burned over 91,000 acres destroying over 1,200 structures. The Grand Prix Fire burned over 69,000 acres and destroyed nearly 200 residences. This fire impacted the City, burning a large portion of the Wildland Urban Interface Areas (WUIFAs) areas adjoining the national forest and destroying 15 homes in the process.

Figure S-4, Wildland Urban Interface Fire Area (WUIFA), depicts the Rancho Cucamonga WUIFA along with the essential facilities located throughout the city. The WUIFA includes Cal FIRE Very High Fire Hazard Severity Zones within the City's Sphere of Influence (State Responsibility Area), the City's Local Responsibility Area, and other areas potentially threatened by wildfires based on historical fire activity and prevalent vegetation types. Properties located within these areas must adhere to State and Rancho Cucamonga Fire Protection District wildfire requirements.



Efforts to manage flooding

FLOOD HAZARDS

Floods occur when there is too much water on the ground to be held within local water bodies, causing water to accumulate in naturally dry areas. They are often caused by heavy rainfall, though floods can also occur after a long period of moderate rainfall or if unusually warm weather causes mountain snow to melt faster than expected. Worsening drought conditions caused by climate change may exacerbate the effects of flooding, as surfaces that normally absorb water can quickly dry out and become less permeable.

Rancho Cucamonga has a long history of flooding and is especially vulnerable during the winter storm season. Figure S-5, FEMA Flood Hazard Zones, identifies the significant flood areas of concern, which include both 100-year and 500-year FEMA floodplains. These floodplain designations depict areas of potential flooding based on the probability of occurring in a given year. The 100-year floodplain identifies areas that have a 1% probability (1 in 100) of flooding. The 500-year floodplain identifies areas that have a 0.2% probability (1 in 500) of flooding. Most of the 100year floodplains within the city are located within undeveloped areas or flood control basins and channels that convey waters through the city. While these flood control facilities are intended to retain and manage floodwaters, there is the potential for inundation of portions of the city if failure occurs. Figure S-6, Dam Inundation Zones, identifies the areas where inundation could occur if a flood control facility were to fail, causing downstream impacts.

Both the FEMA flood zones and dam inundation zones depicted in this Chapter are the known locations of potential flooding currently available to the City. If new data and information becomes available, the City will take it into consideration, where necessary.

CLIMATE ADAPTATION

Climate change is anticipated to result in increased average temperatures and precipitation pattern variability globally. These changes translate into specific impacts to the city that may include increased frequency and intensity of wildfires, severe weather events, flooding, landslides, and reduced water availability associated with droughts. Other impacts anticipated from climate change include food insecurity, increases in vector-borne diseases, degradation of air quality, reduced ability to enjoy outdoors, and potential economic impacts due to uncertainty and changing conditions. For additional discussion on climate change impacts refer to the Rancho Cucamonga Local Hazard Mitigation Plan Update (hyperlink added upon adoption).

While many residents within the city could adapt to these types of changes, vulnerable populations—including low-income communities, communities of color, senior citizens, linguistically isolated populations, individuals with disabilities or preexisting medical conditions, and individuals experiencing homelessness—are anticipated to be disproportionately affected by these effects.

SEVERE WEATHER HAZARDS

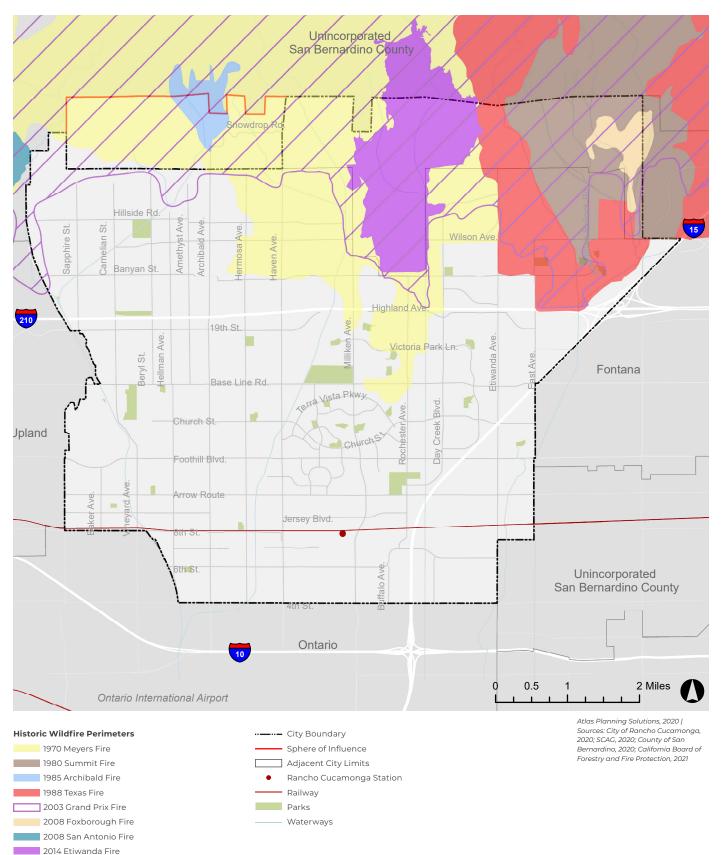
Severe weather hazards in Rancho Cucamonga include drought, extreme heat, and severe wind. These hazards have affected plants and animals and damaged properties and vehicles. Future effects are anticipated due to climate change, which can contribute to the frequency and intensity of severe weather events. Please refer to the <u>Greenhouse Gas Emissions and</u> <u>Climate Change Vulnerability Assessment Existing Conditions Report</u> for additional detail.

Drought

A drought is a long period with substantially less precipitation than usual. The primary direct impact of a drought is the reduction of available water "Specific care must be taken in order to adapt Rancho to the specific climate issues it will face in the future including drought, air pollution, excessive heat, and traffic."

- Community Member (Public input received from the PlanRC Survey #2, Summer 2020)

FIGURE S-3 HISTORIC WILDFIRE PERIMETERS



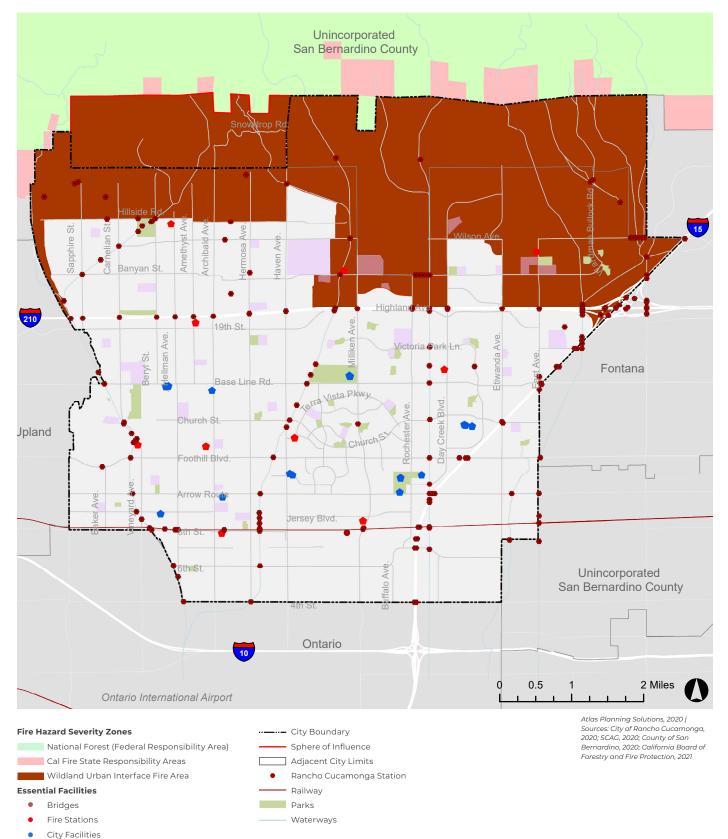
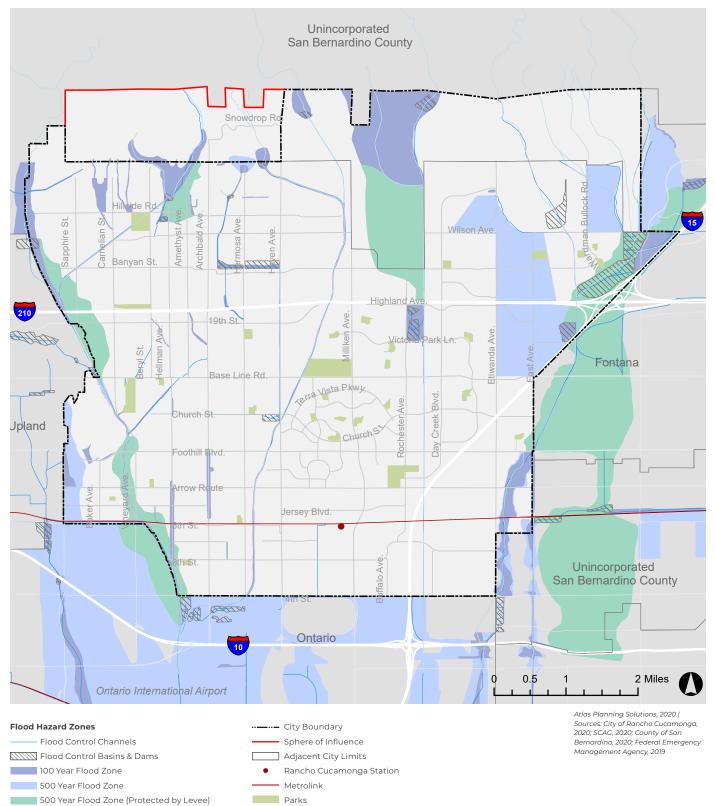


FIGURE S-4 WILDLAND URBAN INTERFACE FIRE AREA (WUIFA)

Schools

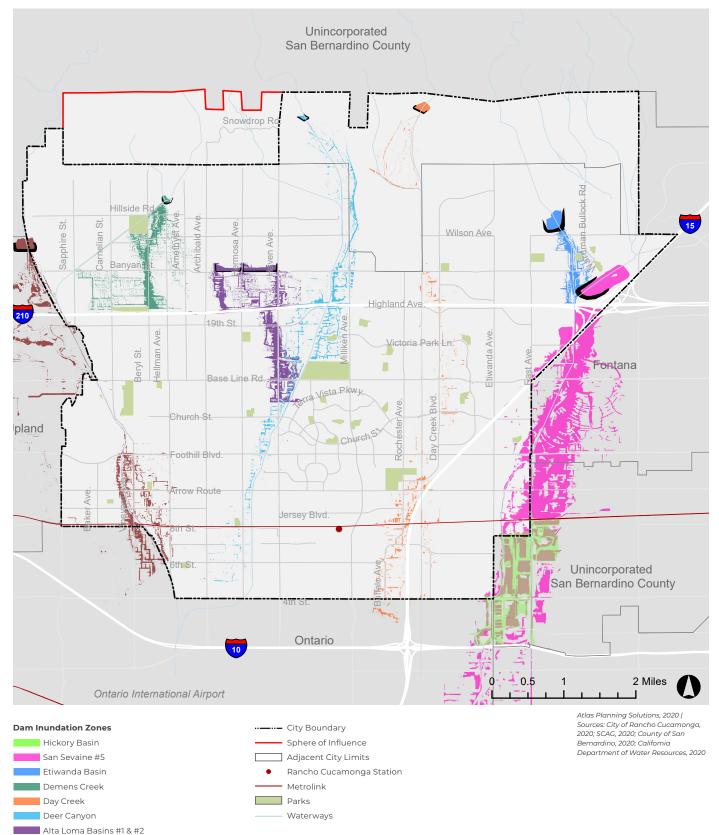
FIGURE S-5 FEMA FLOOD HAZARD ZONES



Waterways

FIGURE S-6 DAM INUNDATION ZONES

Cucamonga Creek





Fallen tree from severe winds

supplies. Water reduction is particularly concerning in agricultural areas and natural environments, but it can also affect landscaping in urban areas or affect human health in extreme cases. Droughts are generally regional events; however, some communities experience "long-distance drought" if the water source areas—potentially hundreds of miles away are experiencing drought. Rancho Cucamonga currently receives nearly half of its water supply from imported sources that have historically been impacted by drought conditions.

Extreme Heat

Extreme heat is a period when temperatures are abnormally high relative to the normal temperature range. Extreme heat events include:

- + **Extreme Heat Days:** a day during which the maximum temperature surpasses 98 percent of all historic high temperatures for the area,
- + Warm Nights: a day between April and October when the minimum temperature exceeds 98 percent of all historic minimum daytime temperatures,
- + Extreme Heat Waves: a successive series of extreme heat days and warm nights where extreme temperatures do not abate; typically, four successive extreme heat days and warm nights

According to Cal-Adapt, an extreme heat day for Rancho Cucamonga is when the temperature exceeds 103.9° F, and a warm night exceeds 68.7°F. Between 2006 and 2019, the city experienced an average of eight extreme heat days annually, which are projected to increase between 21 and 35 days by the end of the century.

Severe Wind

Wind is simply the movement of air caused by differences in atmospheric pressure and temperature. High-pressure air will naturally move to areas of low pressure. During certain times of the year, these conditions can cause high-speed winds (Santa Ana Winds), which are fast and forceful enough to be dangerous to people, damaging to structures (public facilities, infrastructure, homes, and utilities), and could result in uprooted or damaged trees. Severe wind events can also cause the initiation of Public Safety Power Shutoff (PSPS) events by utility providers (Southern California Edison) that distribute electricity to the city. These events de-energize power grids in high fire risk areas during wind events to reduce the potential of wildfire ignition and spread. A significant Santa Ana wind event that impacted Rancho Cucamonga in 2020 had wind gusts of more than 70 miles per hour. When strong winds combine with warm temperatures and very low humidity, the potential for extreme fire conditions increases. Usually during these conditions, the National Weather Service issues, a red flag warning. The 2014 Etiwanda Fire occurred under these types of conditions, with wind gusts that reached 80 miles per hour.

HUMAN CAUSED HAZARDS

Rancho Cucamonga is located along major ground and air transportation corridors. As a result, a variety of human-caused hazards associated with air and ground transportation could impact the community. Proximity to airports requires consideration for land uses and development patterns to ensure airport operations will not conflict with surrounding uses. Since the city is located approximately 3.2 miles north of the Ontario International Airport and 4.5 miles east of Cable Municipal Airport in the City of Upland, portions of Rancho Cucamonga may be affected by these facilities. The southwestern portion of the city is located within the Ontario International Airport Influence Area, which will require compliance with applicable regulations of the Federal Aviation Administration (FAA) and consideration of the Airport Land Use Compatibility Plan.

The release of hazardous materials is another type of human-caused hazard that could impact residents and businesses. Numerous types of hazardous materials and chemicals are transported and used throughout homes and businesses within the city. A majority of the transportation routes used to transport these materials include major roadways, freeways, and rail lines. Interstate 15 (I-15) and State Route 210 (SR-210) are located within Rancho Cucamonga and Interstate 10 (I-10) is less than a mile south of the city limit.



Hazardous materials clean up

GOALS AND POLICIES

GOAL S-1 LEADERSHIP. A city that is recognized for its leadership role in resilience and preparedness.

- S-1.1 City Staff Readiness. Ensure City staff and departments demonstrate a readiness to respond to emergency incidents and events.
- S-1.2 Culture of Preparedness. Promote a culture of preparedness for businesses and residents that empowers them to increase their resilience to hazard related events and a changing climate.
- S-1.3 Evacuation Capacity. Require new developments, redevelopments, and major remodels to enhance the City's evacuation network and facilities and comply with the City's Evacuation Assessment.
- S-1.4 WUIFA Access Points. Require all new developments and redevelopments within the WUIFA to provide a minimum of two points of access by means of public roads that can be used for emergency vehicle response and evacuation purposes.
- S-1.5 Enhanced Circulation. In areas of the city with limited access routes and circulation challenges, require additional roads



Emergency response to wildfire activity

and improvements to ensure adequate emergency vehicle response and evacuation.

- **S-1.6 Evacuation Road Widths.** Require any roads used for evacuation purposes to provide at least 26 feet of unobstructed pavement width.
- S-1.7 Maintenance of Plans. Maintain and regularly update the City's Local Hazard Mitigation Plan (LHMP) as an integrated component of the General Plan, in coordination with the Community Wildfire Protection Plan (CWPP), the Emergency Operations Plan (EOP), the Evacuation Plan, and Standardized Emergency Management System (SEMS) compliant disaster plans to maintain eligibility for grant funding.
- S-1.8 Regional Coordination. Ensure regional coordination continues with neighboring jurisdictions, County, State, and Federal agencies on emergency management and risk reduction planning and activities.
- **S-1.9 Mutual Aid.** Ensure mutual aid agreements with Federal, State, local agencies, and the private sector establish responsibility boundaries, joint response services, and multi-alarm and station coverage capabilities.

GOAL S-2 SEISMIC AND GEOLOGIC HAZARDS. A built

environment that minimizes risks from seismic and geologic hazards.

- S-2.1 Fault Setbacks. Require minimum setbacks for structures proposed for human occupancy within State and City Special Study Zones. Setbacks will be based on minimum standards established under State law and recommendations of a Certified Engineering Geologist and/or Geo-technical Engineer.
- **S-2.2 Building Functionality.** Require enhanced siting, design, and construction standards that focus on building functionality for new critical public facilities and key essential (private) facilities after a seismic event.
- S-2.3 Seismically Vulnerable Buildings. Prioritize the retrofit by private property owners of seismically vulnerable buildings (including but not limited to unreinforced masonry, soft-story construction, and non-ductile concrete) as better information and understanding becomes available.
- S-2.4 Transfer of Development Rights. Allow the transfer of development rights from areas of significant seismic and geologic hazards to select development areas throughout the City and Sphere of Influence.
- **S-2.5** Hillside Hazards. Prioritize regulations and strategies that reduce geologic hazard risk to properties and loss of life.

GOAL S-3 WILDFIRE HAZARDS. A community where wildfire impacts are minimized or reduced through investments in planning and resilience.

- Fire Risk Reduction. Apply all state and local codes and regulations (fire safe design, adherence to Standard 49-1) to new development, redevelopment, and major remodels in the WUIFA.
- S-3.2 Fire Protection Plans. All new development, redevelopment, and major remodels in the WUIFA will require the preparation of Fire Protection Plans (FPPs) to reduce fire threat, in accordance with Fire District policies and procedures.
- S-3.3 Vegetation Management. Owners of properties and public/ private roads within and adjacent to the WUIFA are required to conduct brush clearance and fuel modification to reduce fire ignition potential and spread.
- S-3.4 Buffer Zones. Require development projects to incorporate buffer zones as deemed necessary by the City's Fire Marshal for fire safety and fuel modification.
- **S-3.5** Water Supply. All developments will meet fire flow requirements identified in the Fire Code.
- **S-3.6 Coordination with Agencies.** Coordinate with State, regional, and local agencies and service providers on fire risk reduction planning and activities.
- **S-3.7** Wildfire Awareness. Assist residents and property owners with being better informed on fire hazards and risk reduction activities in the WUIFA.
- S-3.8 New Essential Facilities (WUIFA). Prohibit the siting of new essential public facilities (including, but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communications facilities) within the WUIFA, unless appropriate construction methods or strategies are incorporated to minimize impacts.

GOAL S-4 FLOOD HAZARDS. A community where developed areas are not impacted by flooding and inundation hazards.

- S-4.1 New Essential Facilities (Flood). Prohibit the siting and construction of new essential public facilities within flood hazard zones, when feasible. If an essential facility must be located within a flood hazard zone, incorporate flood mitigation to the greatest extent practicable.
- Flood Risk in New Development. Require all new development to minimize flood risk with siting and design measures, such as grading that prevents adverse drainage

A fire protection plan (FPP) approved by the fire code official, is required for all new development within the WUIFA. FPPs are required to include mitigation strategies that take into consideration location, topography, geology, flammable vegetation, sensitive habitats/species, and climate of the proposed site. FPPs must address water supply, access, building ignition and fire resistance, fire protection systems and equipment, defensible space, vegetation management, clearance around buildings and structures, and long-term maintenance. All required FPPs must be consistent with the requirements of the California Buildina and Residential Codes, The California Fire Code as adopted by the Fire District, and the City of Rancho Cucamonga Municipal Code.



Bioswales help reduce stormwater runoff

impacts to adjacent properties, on-site retention of runoff, and minimization of structures located in floodplains.

- **S-4.3 500-Year Floodplain.** Promote the compliance of 100-year floodplain requirements on properties located within the 500-year floodplain designation.
- S-4.4 Flood Infrastructure. Require new development to implement and enhance the Storm Drain Master Plan by constructing stormwater management infrastructure downstream of the proposed site.
- S-4.5 Property Enhancements. Require development within properties located adjacent, or near flood zones and areas of frequent flooding to reduce or minimize run-off and increase retention on-site.
- S-4.6 Regional Coordination. Promote regional flood management and mitigation projects with other agencies (San Bernardino County Flood Control, Army Corps of Engineers, and adjacent jurisdictions) to address flood hazards holistically.
- S-4.7 Dam Operators. Coordinate with agencies operating or managing dam facilities that can inundate the city, on operations, maintenance, and training activities and provide the latest Emergency Action Plans annually.

GOAL S-5 EMERGING HAZARDS. A built environment that incorporates new data and understanding about changing hazard conditions and climate stressors.

- **Future Conditions.** Ensure future climatic conditions and public health emergencies are considered as part of community resilience and investment efforts.
- S-5.2 Urban Forestry Plan. Minimize damage associated with windrelated hazards and address climate change and urban heat island effects through the development of an urban forestry plan and proper landscaping planting and management techniques.
- Soil Transport. Require that properties with high wind-blown soil erosion potential such as agricultural operations and construction sites prevent soil transport and dust generation wherever possible.
- S-5.4 Extreme Heat Vulnerabilities. Require that new developments, major remodels, and redevelopments address urban heat island issues and reduce urban heat island effects for the proposed project site and adjacent properties.
- **S-5.5 Resilience Resources.** Require new developments and redevelopments to incorporate resilience amenities such as,

but not limited to community cooling centers, emergency supplies, and backup power that can be used by residents and businesses within a 1/4-mile radius of the location.

- **S-5.6 Underground Utilities.** Promote the under-grounding of utilities for new development, major remodels, and redevelopment.
- **S-5.7 Future Adaptation.** Future climate adaptation-oriented projects will incorporate natural infrastructure to the greatest extent practicable.
- **S-5.8 Climate Resiliency.** Address climate resiliency and inequities through the planning and development process.
- S-5.9 Address High Winds. Require buildings and developments exposed to high wind conditions to incorporate design elements and features that minimize or reduce damage to people, structures, and the community.

GOAL S-6 HUMAN CAUSED HAZARDS. A community with minimal risk from airport hazards and hazardous materials.

- S-6.1 Planned Development. Promote development patterns that integrate Crime Prevention Through Environmental Design (CPTED) principles that reduce the potential for human-caused hazards.
- S-6.2 Neighboring Properties. Encourage properties that store, generate, or dispose of hazardous materials to locate such operations as far away as possible from areas of neighboring properties where people congregate.
- S-6.3 Site Remediation. Encourage and facilitate the adequate and timely cleanup of existing and future contaminated sites and the compatibility of future land uses.
- S-6.4 Airport Planning. Protect Rancho Cucamonga interests regarding land use and safety by participating in the airport land use planning process for Ontario International Airport.
- **S-6.5 Height Restrictions.** Require proposed developments within the Ontario Airport Influence Area meet the height requirements associated with FAR Part 77 standards.
- **S-6.6 Development Near Airport.** New development within the Ontario Airport Influence Area shall be consistent with the approved Airspace Protection Zones identified in the latest version of the Airport Land Use Compatibility Plan.
- **S-6.7 Railroad Safety.** Minimize potential safety issues and land use conflicts when considering development adjacent to the railroad right-of-way.



Work to underground utility poles and wires





NOISE IS...

energy overflow from the activities of people in a vibrant city. Certainly, noise can be unwelcome at times, but a world-class city never sleeps, and people make noise going about their daily routine. At the technical level, noise is simply unwanted sound. The sound of a concert for example, may be welcomed by the attendees, but perhaps not so much for those who cannot attend. Similarly, essential activities like street sweeping, must occur when few people are about, meaning that the noise may offend those who are trying to sleep. Urban places are noisy because they are full of life. The purpose of this Chapter is to ensure that noise is managed effectively and that there are still quiet places to sleep, relax, and recharge.

STATE LEGAL REQUIREMENTS

California law requires that a General Plan include an element that addresses noise. This Chapter was prepared to meet the requirements of Government Code Section 65302(f)) and addresses both noise and vibration. As required, this Chapter identifies noise in the community from a variety of sources and supports a pattern of land uses designed to minimize exposure of residents to excessive noise. This Chapter includes possible solutions to address existing and foreseeable noise problems and establishes areas where more noise may be acceptable.

HEART OF THE MATTER

People are noisy. We move about, use equipment, build things, talk, sing, shout, and laugh. People play music, cheer for sports, have dogs, and generally make themselves known. These are sounds of life and are welcome in most instances. Anyone with children, or experience near a school during recess, understands. To most, these are good sounds and would not be considered noise in the right context.

Where noise becomes an issue is when it regularly disturbs sleep, discourages the enjoyment of the outdoors, and affects the daily routine of people. When this occurs, it is essential to lower the level of noise. Ideally, this is done with project design that keeps people away from noisy areas. However, sometimes it is both prudent, and desirable, to live near noise. For example, living near transit gives people the opportunity to ride rather than drive to their destination, yet trains are noisy. Another example would be living in an area with lively restaurants and outdoor music. Wonderful, yet at times also noisy. In these instances, the level of noise can be lowered by building and site design so that people can both sleep and play.

The most difficult noise to reduce is from transportation. Cars, trucks, and trains all generate noise that affect those who live close by and can often be heard by people who live far from the source. Walls and other physical distancing are effective; however, they are often impractical as they must be solid to be effective. Accompanying transportation noise is vibration that shows up as annoying window rattling, and unwelcome motion by people. Vibration can be unsettling to people, and in extreme instances cause physical damage to buildings.

As the city develops, the combination of demolition and new construction will add to the background noise and vibration of the city. While normal, this can be unsettling to those who already live here. While some of the noise can be managed by limiting when and where construction can occur, building things makes noise, and not all of it can be contained. In these instances, talking with the neighborhood, and limiting the timing of some construction activities may be the only way of getting things built.

Finally, it is important to differentiate between the 'good noises' associated with a vibrant city full of life, and 'bad noises' that occur infrequently as a part of that life. Noise levels in the City of Rancho Cucamonga will increase as more people move in and live their lives. There will be more children laughing, more music playing, and more people singing along. There will also be more garbage trucks, street sweeping, trains, leaf blowers, and car alarms. Regulations can only go so far in reducing noise levels, the rest is understanding that life in a city is noisy, and provided we still have quiet spaces to sleep and relax, we should embrace the good noise.





Outdoor Festival at Victoria Gardens Cultural Center

OVERVIEW OF THIS CHAPTER

While more noise may be inevitable in a growing city, there are things that can be done with design to provide quite places for people to relax. Design is also important in providing places for people to make noise, and as noisefriendly places are often near people, their need for peace and quiet need to be addressed.

The following noise goal serves to guide and direct long-term planning in the City of Rancho Cucamonga:

 Goal N-1 Noise. A city with appropriate noise and vibration levels that support a range of places from quiet neighborhoods to active, exciting districts.

As the city grows and more people live closer together, the excitement and energy that this brings needs to be balanced with the very real need for quiet space. The approach to noise in this Chapter is to differentiate between the good noise and the annoying noise. Letting people know that an area will have good noise gives them a choice to live nearby and limiting the annoying noise will help with their quality of life.

NOISE SOLUTIONS

The problem with noise is that most of the solutions to reducing it exclude people. Noise is a line-of-sight energy meaning that if you can see the noise source, you can likely hear it. Noise dissipates over distance, but in a city, increasing distances between noise sources and people is not practical. The 'standard' solution has been to add noise walls between the noise source and the people. Regardless of how attractive or not they may be, the issue with noise walls is that they also prevent access and obstruct views into and out of neighborhoods. From a design perspective this is less than ideal, and from a circulation perspective walls inhibit connecting trails sidewalks and people to the parts of the city they need to reach.

This General Plan acknowledges that some areas of the city are going to be noisier than others because of the types of activities that happen there. It is unreasonable to expect that a walk along a busy roadway would be quiet, but entirely reasonable to expect quiet walk through a neighborhood. These are different locations, with different levels of activity and therefore require different noise regulations. Accepting a higher exterior noise level in the corridors and centers of the city would eliminate the need for noise walls along busy roads. Ensuring that noise generating land uses are not allowed in neighborhoods, would ensure that noise walls were unnecessary.

Not all outdoor space is used in the same fashion, therefore it is acceptable to allow secondary outdoor space like parking lots, front lawns, and other features that face a busy road to have higher acceptable noise levels than primary open space like back yards, or recreation areas. People tend to spend very little time in the secondary open space areas so a higher noise level there should be acceptable.

Technically

Sound intensity is measured and expressed by decibels (dB), with an adjustment referred to as the A-weighted measure (dBA) to correct for the relative frequency response of the human ear. Decibels are measured on a logarithmic scale, representing points on a sharply rising curve. For example, a noise level of 10 decibels is 10 times more intense than one decibel, 20 decibels represent a noise 100 times more intense, and 30 decibels reflects a noise condition 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than a zero-decibel level. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10-decibel increase in sound level is perceived by the human ear as only doubling of the loudness of the sound. Usually, changes in noise that are less than 3 dBA are not noticed by people. Ambient sounds in the urban environment generally range from 30 dBA (very quiet) to 100 dBA (very loud), as indicated in Figure N-1, Typical Sound Levels. Context is everything with noise, and people are more sensitive to noise during the evening, so noise regulations adjust limits to account for this.

NOISE STANDARDS

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction for the purpose of providing suitable interior noise environments. Noise studies must be prepared when a project seeks to place people near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. A project must demonstrate that structures have been designed to limit interior noise in habitable rooms to meet the Noise Compatibility Standards set forth in Table N-1, Noise Compatibility Standards for People.

Table N-1 provides the City with a tool to gauge the compatibility of land uses relative to existing and future noise levels. The noise standards can be modified for areas that already have higher noise, and for activities like festivals, markets, and outdoor performances. Generally, there is more flexibility for outdoor noise than indoor, and design features such as berms, walls, windows, and setbacks will all be factored into the project. Ambient Noise = The existing level of noise at a given location. Often averaged over a period of time. **CNEL** = Community Noise Equivalent Level, a weighted average of noise level over time.

TABLE N-1 NOISE COMPATIBILITY STANDARDS FOR PEOPLE

Type of Development	Exterior Noise Standard (CNEL)	Interior Noise Standard (CNEL)
Low Density Residential (single- family, duplex, mobile-home)	60 ^b	45
Medium or High Density Residential (Multifamily, Apartments)	65°	45 ^d
Lodging (Motels/Hotels)	65	45 ^d
Mixed Use/Infill Development	70	45 ^d
Schools, Libraries, Community Centers, Religious Institutions, Hospitals, Nursing Homes	70	45
Auditoriums, Concert Halls, Amphitheaters	70	N/A
Playgrounds, Neighborhood Parks	70	N/A
Outdoor Recreation (Commercial and Public)	75	N/A
Commercial (Office/Retail)	70	60
Industrial, Manufacturing, and Utilities	75	70

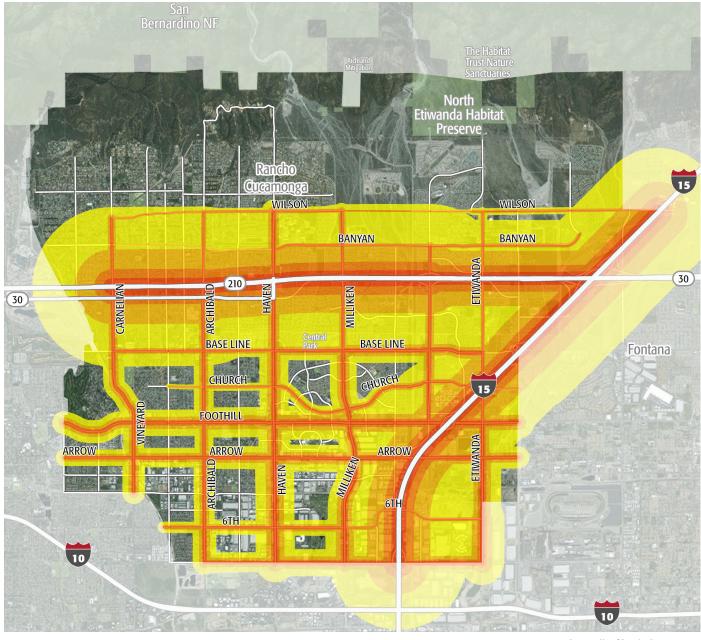
NOISE CONTOURS

Figure N-2, Noise Contours, shows the projected noise contours for the transportation noise sources in the city. These contours are calculated using predicted traffic data for the city roadways and do not factor in topography, other buildings, or noise attenuation. As such, the contours may not predict noise, but are used as a general guide to ensure that noise is considered with new projects.

FIGURE N-1 TYPICAL ENVIRONMENTAL NOISE LEVELS (dBA)

\frown	
-110-	110 dBA • Rock Band; Freight/Commuter Rail Horn at 50′
- 105 -	105 dBA • Baby Crying at 18″
-100-	101 dBA • Impact Pile Driver at 50'
- 95 -	
90	90 dBA • Rail Transit Horn at 50'; Hoe Ram/Jackhammer at 50'
	87 dBA • High School Finals Game In Stands
- 85 -	85 dBA • Diesel Truck (50mph) at 50'; Dozer at 50'; Drill Rig at 50'
-80-	80 dBA • Rail Transit At-Grade (50 mph) at 50′; Backhoe/Loader at 50′
- 75 -	75 dBA • Noisy Urban Area (Daytime); Loading Dock Maximum at 50'; Idling City Bus at 50' 74 dBA • Kid's Sports Event at Field Boundary
-70-	72 dBA • HVAC Equipment at 3'; Drive-Thru Speaker Box at 4'
- 65 -	65 dBA • Normal Speech at 3'; Rail Transit Station at 50'
-60-	60 dBA • Heavy Traffic at 300'; Campfire at 6'
- 55 -	
-50-	50 dBA • Quiet Urban Daytime
- 45 -	
-40-	40 dBA • Quiet Urban Nighttime; Loading Dock Average at 50′
- 35 -	<u>35 dBA • Quiet Suburban Nighttime</u>
-30-	
- 25 -	25 dBA • Quiet Rural Nighttime
-20-	
dBA	

FIGURE N-2 NOISE CONTOURS



Sources: City of Rancho Cucamonga, 2020; Esri, 2021; Ascent, 2021



Noise Contours

75 dBA CNEL

70 dBA CNEL

65 dBA CNEL

60 dBA CNEL 55 dBA CNEL

AIRCRAFT NOISE LEVELS

The closest airport to Rancho Cucamonga is the Ontario International Airport (ONT), located approximately one mile south of the city's southern border. According to the latest noise contour (4th Quarter 2009 by Los Angeles World Airports), Rancho Cucamonga's southern planning boundary is approximately 1 mile north of the Ontario International Airport's 65 dBA CNEL noise contour. Therefore, while aircraft overflight will be heard, the noise generated does not result in the need to adjust land uses or activities in the city.

TRAFFIC NOISE LEVELS

Several major roadways run through the city that contribute a notable amount of noise to the ambient environment. These roadways include the Interstate 15 and State Route 210 freeways, as well as Foothill Boulevard and Base Line Road, which are major local roadways. Additionally, the Interstate 10 freeway lies approximately 0.7 miles south of the city and vehicles traveling along this route may also noticeably contribute to the City's ambient noise during quieter periods, such as evenings.

More traffic on a roadway does not necessarily equate to more noise. Traffic noise is usually related to tire friction on the roadway which is higher when the speeds increase. While motors and vehicle exhaust systems also contribute noise, studies show that above 25 miles per hour both electric vehicles and internal combustion vehicles generate similar road noise. As a result, traffic calming on streets that slows traffic has the side benefit of reducing noise from vehicle tires. There may still be noise from loud exhaust, stereos, and driving style, but the slower the vehicle, the quieter the tire noise.



Aircraft overflight from Ontario International Airport

RAILROAD NOISE AND VIBRATION LEVELS

Passenger trains and BNSF freight trains run along a corridor (eastbound and westbound) located just north of East 8th Street. During normal service conditions a total of 38 trains pass through the City of Rancho Cucamonga each weekday, with an additional late-night train on Fridays. Noise levels along these railways are dependent on several factors, including the location of railroad crossings, where noise levels are greater due to train signal horns. Where horn use is more frequent, levels are as high as 81.7 dBA at 50 feet from the center of the tracks. CNEL noise levels along other portions of the track, segments at least 1,000 feet from any crossings, are as low as 64.5 dBA at 50 feet from the tracks.



High-speed rail

Housing is encouraged near transit hubs to reduce vehicle miles traveled and activate the office, commercial and public space around the hubs. This will result in more people who will be affected by the noise of the train horn as it signals the trains approach to the crossing. The Federal Railroad Administration allows the City to request establishment of a full or partial quiet zone. A partial quiet zone would likely apply to the City's nighttime hours of 10:00 PM to 7:00 AM. While a quiet zone will not eliminate the train noise, and not all crossings may qualify, a full or partial quiet zone would benefit the surrounding development.

As the proposed high-speed rail from Rancho Cucamonga to Las Vegas will run within the existing right of way in the city, it is not expected to generate noise beyond that of the existing rail operations. Within town, the number of crossings will keep speeds, and therefore noise levels, about the same as existing trains. The higher speeds possible for the rail line, and the higher noise levels, will occur outside of the city. It is possible that the addition of the high-speed rail that more trains will run which could increase noise levels in the city.

STATIONARY SOURCES OF NOISE

Industrial operations comprise the primary stationary noise sources that contribute to local community noise levels. These stationary sources (e.g., loading areas, large mechanical equipment, fabrication) are often located in commercially and industrially zoned areas and may be isolated from people, but not always. Other noise sources that affect people, include commercial land uses or those often associated with and/or secondary to residential development including, but not limited to, nightclubs, outdoor dining areas, gas stations, car washes, drive-thrus, fire stations, air conditioning units, swimming pool pumps, school playgrounds, athletic and music events, and public parks.

Certain land uses generate noise as a normal part of business. Whether by the business or industrial process, shipping by truck or rain, or simply having several people working in the same area. Over time it will be important for the City to protect the existing noise generating uses from projects that will add people nearby. As the stationary noise source will have been built first, it will be the responsibility of a new project where people will live and work, to demonstrate that the existing noise will not affect them. This is important because encroachment of people into existing noise environments often shortens the longevity of the noise generating land use. This is often seen when houses encroach into airport noise contours and the resulting noise complaints curtailing airport operations. For future noise generating uses, a project that cannot contain its noise within the property boundaries will need to include physical and operational features designed to address their noise. Ideally, measures designed to address the noise would be integrated into the overall project design and not added as an afterthought.

CONSTRUCTION NOISE

As the city develops, infill and rebuilding of sites will occur more frequently. The construction process can be noisy and affect people who live and work nearby. Construction is part of any city and while it can be considered temporary, construction can also last for several years if the project is large. Regardless of duration, construction noise impacts are real and will need to be considered along with the project. Simple things like setting reasonable construction times, ensuring that mufflers and noise suppression features of equipment are working, can help limit the noise intrusion into the neighborhood. The most important aspect will be to work with the affected neighborhood to explain the project and listen to their ideas about how best to address noise.

VIBRATION

Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., operating factory machinery) or transient in nature (e.g., construction). Vibration levels can be depicted in terms of amplitude and frequency, relative to displacement, velocity, or acceleration.

Typical outdoor sources of perceptible ground vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibrationvelocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Construction activities can generate enough ground vibrations to pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants.

Indoor sources of vibration can come from heating, ventilation, and air conditioning (HVAC) equipment, and manufacturing processes. Even the fan on a personal computer can cause a small vibration. Most of the interior sources can be screened, or isolated to avoid affecting people who live and work near the source. **Vibration** is the periodic oscillation of a medium or object with respect to a given reference point. Usually vibration is an annoyance, but with fragile buildings, addressing vibration impacts is important. Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV and RMS vibration velocity are normally described in inches per second (in/sec) or in millimeters per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings.

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB). The typical background vibration-velocity level in residential areas is approximately 50 VdB. Ground vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

One of the impacts of construction is vibration that can be felt by people. Vibration can be a short-term sensation like when a heavy truck passes, however if several trucks were to pass by, or machinery nearby creates a constant vibration, the vibration can have negative effects on people. What starts as a minor irritation in people from vibration, over time turn into feelings of unease, disruption of sleep, and result in a constant annoyance that reduces the enjoyment of their home. Vibration can also disrupt delicate procedures such as surgery and manufacturing.

Vibrations generated by construction activity can be transient, random, or continuous. Transient construction vibrations are generated by blasting, impact pile driving, and wrecking balls. Continuous vibrations result from vibratory pile drivers, large pumps, and compressors. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment. Table N-2 describes the general human response to different ground vibration-velocity levels.

Vibration-Velocity Level	Human Reactions
65 VdB	Approximate threshold of perception
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

TABLE N-2 HUMAN RESPONSE TO DIFFERENT LEVELS OF GROUND NOISE AND VIBRATION

Notes: VdB = vibration decibels referenced to 1 micro inch per second and based on the root-mean-square (RMS) velocity amplitude.

Source: FTA 2018

GOALS AND POLICIES

GOAL N-1 NOISE. A city with appropriate noise and vibration levels that support a range of places from quiet neighborhoods to active, exciting districts.

- **N-1.1 Noise Levels.** Require new development to meet the noise compatibility standards identified in Table N-1.
- N-1.2 Noise Barriers, Buffers and Sound Walls. Require the use of integrated design-related noise reduction measures for both interior and exterior areas prior to the use of noise barriers, buffers, or walls to reduce noise levels generated by or affected by new development.
- N-1.3 Non-Architectural Noise Attenuation. Non-architectural noise attenuation measures such as sound walls, setbacks, barriers, and berms shall be discouraged in pedestrian priority areas (or other urban areas or areas where pedestrian access is important).
- N-1.4 New Development Near Major Noise Sources. Require development proposing to add people in areas where they may be exposed to major noise sources (e.g., roadways, rail lines, aircraft, industrial or other non-transportation noise sources) to conduct a project level noise analysis and implement recommended noise reduction measures.
- N-1.5 Urban and Suburban Development Near Transit. Allow development located in infill areas, near transit hubs, or along major roadways an exemption from exterior noise standards for secondary open space areas (such as front yards, parking lots, stoops, porches, or balconies), if noise standards can be met for primary open space.
- N-1.6 Rail Crossing Quiet Zones. Allow the establishment of a full or partial at-grade rail crossing or quiet zone near transit hubs or residential development.
- **N-1.7 Entertainment.** Establish different standards for exterior noise consistent with the place type.
- N-1.8 Vibration Impact Assessment. Require new development to reduce vibration to 85 VdB or below within 200 feet of an existing structure.



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, treelined 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 singlefamily 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 humanscale 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.

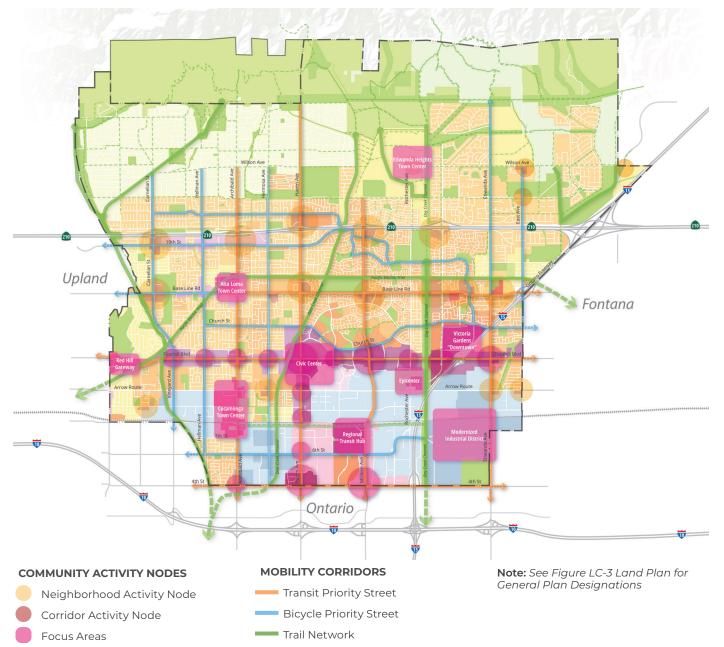
Goals and policies that serve to guide and direct long-term planning for Land Use and Community Character in the City of Rancho Cucamonga are provided at the end of this chapter. A summary of the goals is provided here as an overview and to set the foundation for this chapter. Goals LC-1 through LC-3, 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.

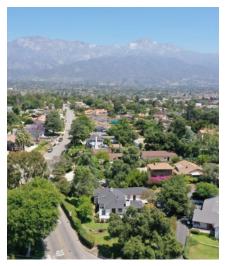
- + **Goal LC-1 A City of Places.** A beautiful city with a diversity of unique and well-connected places.
- + **Goal LC-2 Human Scaled.** A city designed and built for people fostering human interaction, comfort, activity, and safety.
- + Goal LC-3 Fiscally Sustainable. A fiscally sound and sustainable 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 mixeduse 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





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://regis.maps.arcgis.com/apps/webappviewer/index. html?id=bbdeb586b9044102ba6034d2b00a0fac).

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.

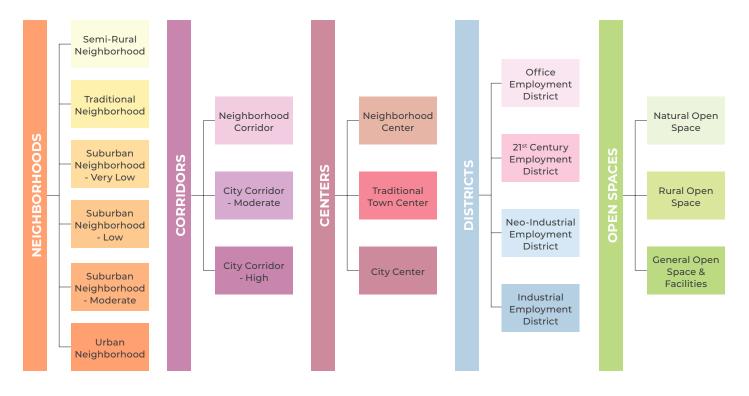
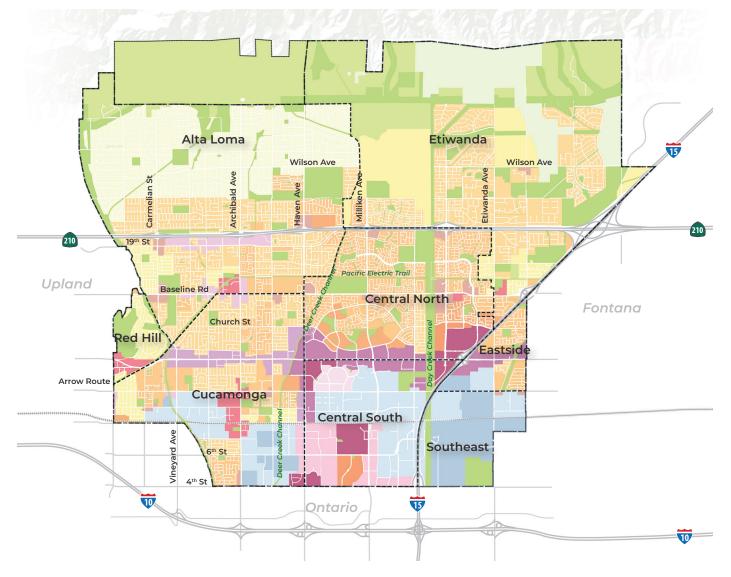


FIGURE LC-2 PLACE TYPES AND GENERAL PLAN DESIGNATIONS

FIGURE LC-3 LAND PLAN





General Open Space & Facilities

	General Plan Designation	Residential Density (DU/AC)*	Non-Residential Intensity (FAR)	Target Use Mix Ratio (Res/Non-Res)
NE	GHBORHOODS			
	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	NA	100/0
	Urban Neighborhood	20 - 50	0.2 - 0.4	80/20
со	RRIDORS	· /		
	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
CEI	NTERS			
	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
DIS	TRICTS			
	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
OP	EN SPACES	I		
	Natural Open Space	NA	NA	NA
	Rural Open Space	Max. 2	NA	NA
	General Open Space & Facilities	NA	NA	NA
		I		

TABLE LC-1 GENERAL PLAN DESIGNATIONS

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).

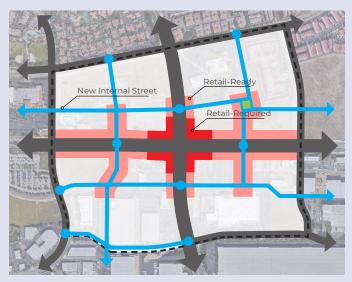
The City, at its discretion, may allow exceptions in density and/or intensity, in both reductions and increases, based on the developer's contribution toward community benefits as outlined in the Community Benefits Strategy section of this chapter.

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, retailready 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.

G	eneral 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	NA	100/0
	Urban Neighborhood	20 - 50	0.2 - 0.4	80/20
* ~				

TABLE LC-2 NEIGHBORHOOD DESIGNATIONS SUMMARY

* See "Calibrating Development" on page 60 for further details on applying density, intensity, and use mix ratio.

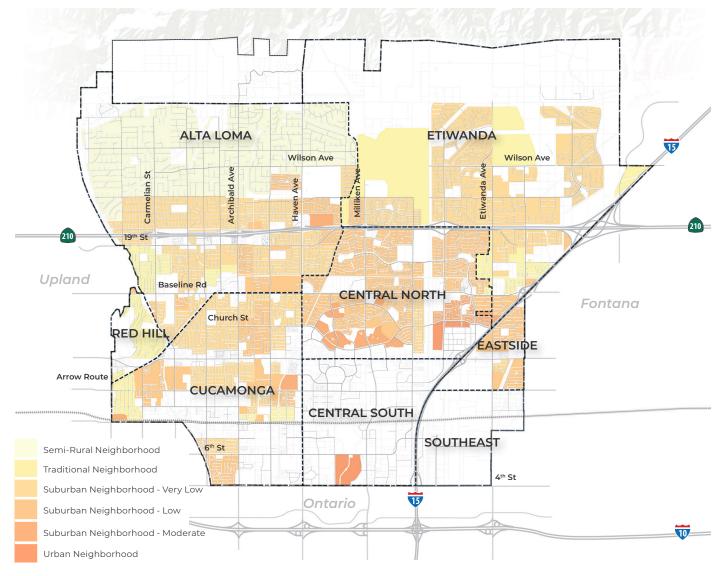


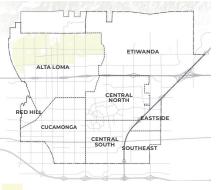
FIGURE LC-4 NEIGHBORHOOD DESIGNATIONS MAP



Cottage court with small homes and shared gardens



Walkable neighborhood adjacent to natural open spaces



Semi-Rural Neighborhood



Deep front yards with rustic landscape



Rural fences define lot frontages

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

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 semirural 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.

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.

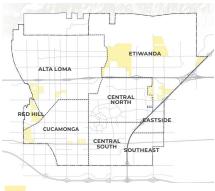
Lots, blocks, and streets conform to the natural terrain, minimizing grading and preserving natural landforms. Streetscapes provide safe and comfortable environments for pedestrians and bicyclists with continuous sidewalks uninterrupted by wide driveways, large shade trees and native landscaping.

Access & Connectivity

Streets are highly interconnected with a grid network pattern and humanscale 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.



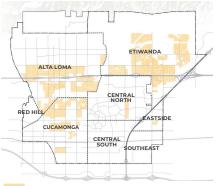
Traditional Neighborhood



Lots conform to natural terrain



"House-form" town houses



Suburban Neighborhood - Very Low



Suburban neighborhood with a range of housing types and styles



Common open space fronting bungalows

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

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.

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.

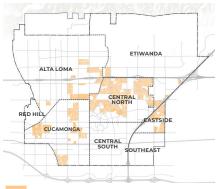
Streetscapes provide safe and comfortable environments for bicyclists and pedestrians with continuous sidewalks, large shade trees and native landscaping.

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.



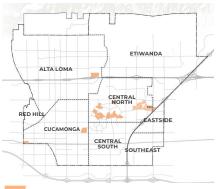
Suburban Neighborhood - Low



Attached single family homes in houseform buildings



Courtyards provide open space for attached homes



Suburban Neighborhood - Moderate



Front stoops provide semi-private spaces along neighborhood streets



Internal greens and courtyards provide open space for residents

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: NA

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.

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.





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.

c	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 60 for further details on applying density intensity				

TABLE LC-3 CORRIDOR DESIGNATIONS SUMMARY

* See "Calibrating Development" on page 60 for further details on applying density, intensity, and use mix ratio.

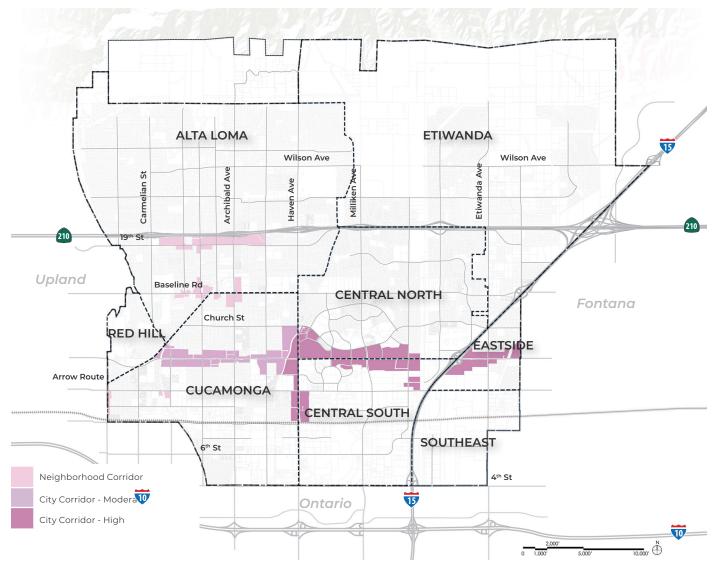


FIGURE LC-5 CORRIDOR DESIGNATIONS MAP



Shops and offices on ground floor with housing above



Housing is enabled on quiet side streets of main corridor



Neighborhood Corridor

Low-rise mixed-use buildings fronting the street



Neighborhood cafe at the corner of an intersection

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

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.

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.





Active groundfloor environment



Mixed-use building at corner of transitoriented street



City Corridor - High

Street network includes "carless streets" for pedestrians and cyclists



Wide sidewalks and active frontages

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 ÷

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.

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, humanscale 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 Cente	er 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 60 for further details on applying density, intensity, and use mix ratio.

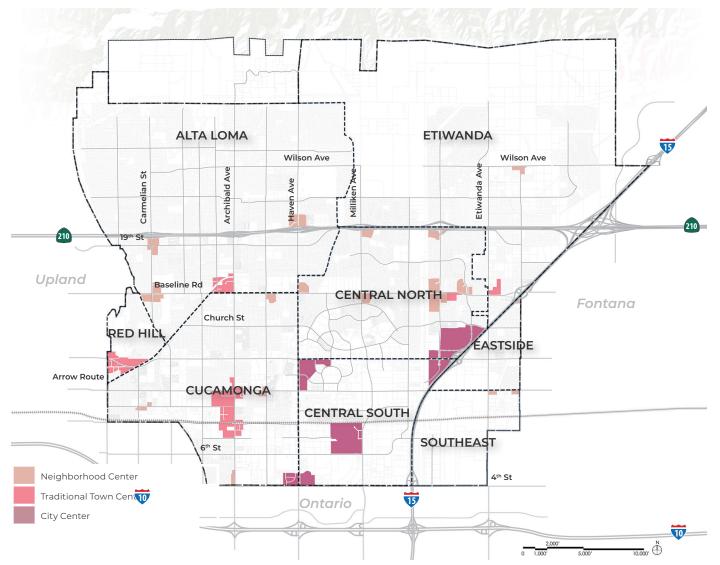


FIGURE LC-6 CENTER DESIGNATIONS MAP



Attached housing in Center area



Varied massing and architecture creates sense of place



Neighborhood Center



Amenity-rich outdoor space



Large trees define comfortable spaces

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

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

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 welllandscaped 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.

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.

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 welldefined 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.





"Town-scale" massing and design of buildings



Active frontages make centers comfortable late into the evening



CITY CENTER

Purpose & Intent

To provide for intense concentrations of retail and civic activity, multifamily housing, and employment in a pedestrian-oriented, transitready 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.

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



Local and native landscape greens the public realm



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 nonresidential 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.

	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	
	21 st 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 60 for further details on applying density, intensity, and use mix ratio.					

TABLE LC-5 DISTRICTS DESIGNATIONS SUMMARY

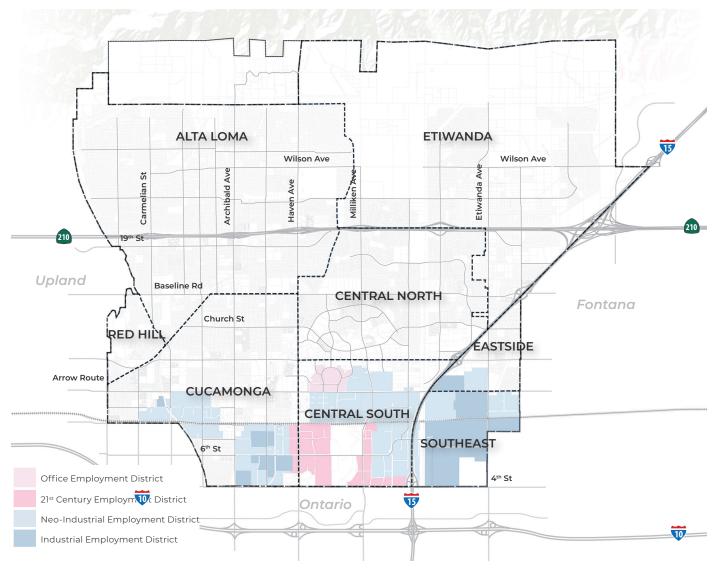


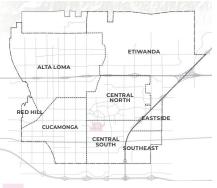
FIGURE LC-7 DISTRICT DESIGNATIONS MAP



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



Shops with offices above



Mixed-use buildings with active groundfloors

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

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.

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 frontages 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 multifunctional 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.

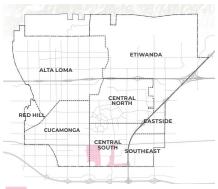
Access & Connectivity

Streets and pathways provide safe, comfortable, and convenient connections throughout the District and to adjacent destinations, particularly the Rancho 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 frontages and well-landscaped with trees, plants, and park furniture.



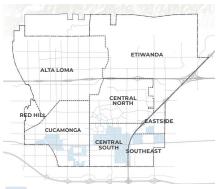
21st Century Employment District



"Pocket spaces" for people



Housing above restaurant



Neo-Industrial Employment District

Active, "creative" workplaces with open space for repose



Creative reuse of industrial building

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

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.

Access & Connectivity

Streets and pathways provide safe, comfortable, and convenient connections throughout the District and to adjacent destinations, particularly the Rancho 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 frontages 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

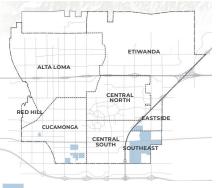
Multipurpose paths provide connections throughout employment districts



Pathway oriented frontage



Repurposed building with small cafe restaurant



Industrial Employment District

Adaptive reuse of old loading dock



Cafe in parking structure "liner space"

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

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.

Access & Connectivity

Streets and pathways provide safe, comfortable, and convenient connections throughout the District and to adjacent destinations, particularly the Rancho 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 frontages and well-landscaped with trees, plants, and park furniture. On-site open spaces should have clear sightlines from public streets and adjacent buildings.

GOALS AND POLICIES

GOAL LC-1 A CITY OF PLACES. A beautiful city with a diversity and balance of unique and well-connected places.

- LC-1.1 Complete Places. Ensure that a broad range of recreational, commercial, educational, arts, cultural, and civic amenities are nearby and easily accessible to residents and workers in each neighborhood and each employment district.
- LC-1.2 Quality of Place. Ensure that new infill development is compatible with the existing, historic, and envisioned future character and scale of each neighborhood.
- LC-1.3 Quality of Public Space. Require that new development incorporate the adjacent street and open space network into their design to soften the transition between private and public realm and creating a greener more human-scale experience.
- LC-1.4 Connectivity and Mobility. Work to complete a network of pedestrian- and bike-friendly streets and trails, designed in concert with adjacent land uses, using the public realm to provide more access options.
- LC-1.5 Master Planning. When planning a site, there must be meaningful efforts to master plan the site so as to ensure a well-structured network and block pattern with sufficient access and connectivity to achieve the placemaking goals of this General Plan.
- LC-1.6 Disadvantaged Communities. Prioritize development appropriate to the needs of disadvantaged communities, particularly south of Foothill Boulevard.
- LC-1.7 Design for Safety. Require the use of Crime Prevention Through Environmental Design (CPTED) techniques such as providing clear lines of sight, appropriate lighting, and wayfinding signs to ensure that new development is visible from public areas and easy to navigate.
- **LC-1-8 Public Art.** Require new construction to integrate public art in accordance with the City Public Arts Program.
- LC-1.9 Infill Development. Enable and encourage infill development within vacant and underutilized properties through flexible design requirements and potential incentives.
- LC-1.10 Development Incentives. Consider incentives for new development that provides substantial economic and placemaking benefit to the community and prohibit the provision of incentives that outweigh the direct benefits of the development and its use.

- **LC-1.11 Compatible Development.** Allow flexibility in density and intensity to address specific site conditions and ensure compatibility of new development with adjacent context.
- **LC-1.12** Adaptive Reuse. Support the adaptive reuse of historic properties consistent with neighborhood character.
- LC-1.13 Improved Public Realm. Require that new development extend the "walkable public realm" into previously vacant and/ or parking lot-dominant large single-use parcels of land.
- LC-1.14 Street Amenities and Lighting. Modify pedestrian and street amenities, lighting styles and intensities to be compatible with the character of the surrounding neighborhoods.
- LC-1.15 Historic Route 66. Build on the history and significance of Historic Route 66 (Foothill Boulevard) by incorporating design features, such as public art, signage, and architecture, that reflect its history and heritage.

GOAL LC-2 HUMAN SCALED. A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort.

- LC-2.1 Building Orientation. Require that buildings be sited near the street and organized with the more active functions—entries, lobbies, bike parking, offices, employee break rooms and outdoor lunch areas—facing toward and prominently visible from the street and visitor parking areas.
- LC-2.2 Active Frontages. Require new development abutting streets and other public spaces to face the public realm with attractive building facades, and entries to encourage walking, biking, and public transit as primary—not "alternative"—mobility modes.
- LC-2.3 Streetscape. Enhance the pedestrian experience through streetscape improvements such as enhanced street lighting, street trees, and easement dedications to increase the widths of the sidewalks, provide side access parking lanes, and other pedestrian and access amenities.
- LC-2.4 Tree planting. Require the planting of predominantly native and drought-tolerant trees that shade the sidewalks, buffer pedestrians from traffic, define the public spaces of streets, and moderate high temperatures and wind speeds throughout the city.
- **LC-2.5 Gradual Transitions.** Where adjacent to existing and planned residential housing, require that new development of a larger form or intensity, transition gradually to a complement the adjacent residential uses.

- LC-2.6 Commercial Requirements. Require development projects in non- residential and mixed-use areas to provide for enhanced pedestrian activity through the following techniques:
 - Require that the ground floor of buildings where retail uses are allowed have a minimum 15 feet floor to floor height.
 - Require that the ground floor of the building occupy the majority of the lot's frontage, with exceptions for vehicular access where necessary.
 - Require that most of the linear ground floor retail frontage (where such occurs) be visually and physically "open" to the street, incorporating windows and other design treatments to create an engaging street frontage.
 - Minimize vehicle movements across the sidewalk.
 - Allow for and encourage the development of outdoor plazas and dining areas.
- LC-2.7 Shared Parking. Encourage structured and shared parking solutions that ensure that parking lots do not dominate street frontages and are screened from public views whenever possible.
- LC-2.8 Landscaping. Require development projects to incorporate high quality, predominantly native and drought-tolerant landscaping to extend and enhance the green space network of the city.
- LC-2.9 Buffer Zones. Require development projects to incorporate buffer zones when determined to be necessary or desirable to serve as managed open space for wildfire safety and vegetation fuel modification.
- LC-2.10 Pedestrian-Oriented Auto-Dependent Uses. Require auto dependent uses such as drive-throughs, car washes, automobile service stations, and similar auto-focused businesses, to be designed with buildings oriented toward the primary street and the auto-servicing use/activity in the rear. Prohibit auto-dependent uses from locating in pedestrianpriority environments, such as City Centers, Traditional Town Centers, and all Neighborhoods.
- LC-2.11 Park-Once. Allow and encourage strategies that enable adjacent uses and properties to flexibly share parking facilities, so that users can park once and pursue multiple activities on foot before returning to their car, such as:
 - Unbundling parking from development
 - Considering parking "districts" demonstrating sufficient parking within a convenient walking distance.

 Design parking facilities to be architecturally compatible and integrated with adjacent buildings so as to not dominate or detract from the character of the area.

GOAL LC-3 FISCALLY SUSTAINABLE. A fiscally sound and sustainable City.

- LC-3.1 Community Value. Actively manage growth and investments in the community to maximize the value of new development, seeking value-per-acre outcomes of up to six times higher.
- LC-3.2 Community Benefit. Require a community benefit and economic analysis for large projects that abut existing neighborhoods or for any project at the maximum density, with a focus on resolving physical, economic, and aesthetic impacts.
- LC-3.3 Community Amenities. Balance the impacts of new development, density, and urbanization through the provision of a high-level of neighborhood and community amenities and design features.
- LC-3.4 Institutional Land Uses. Site new institutional land uses based on all forms of access available to the service population. Satellite offices that are disbursed in the community may be necessary to ensure equitable access.
- LC-3.5 Efficient Growth. Manage growth in a manner that is fiscally sustainable, paced with the availability of infrastructure, and protects and/or enhances community value. Discourage growth and development that will impact the City's ability to sustainably maintain infrastructure and services.
- LC-3.6 Diverse Economy. Guide development and public investments to maintain a fiscally sound city with a diverse and sustainable tax base.
- LC-3.7 Developing Our Economy. Actively promote and encourage opportunities for local economic development, education, housing, locally hiring, internships and employment from cradle to career so as to increase resident retention, improve and grow a strong local economy, achieve a positive jobshousing match; retain critical educational resources and human capital, reduce regional commuting, gas consumption and greenhouse gas emissions and ensure equitable opportunities for all residents of the City and region to thrive.
- LC-3.8 Jobs-housing match. Encourage new employment generating uses and businesses that improve the jobs-housing match in the city.
- **LC-3.9** Infrastructure Funding. Actively investigate and support new funding mechanisms that enable the City to maintain services

and infrastructure. Discourage the formation of bonded Community Facilities Districts unless there are compelling and substantial wide-spread community benefits.

LC-3.10 Economic Synergy. Encourage businesses and development that will support and/or enhance the operations of existing businesses when complimentary to the General Plan Vision while discouraging new development and businesses that will have detrimental impacts to existing businesses and development.

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.

- **LC-4.1** Neighborhood Preservation. Preserve and enhance the character of existing residential neighborhoods.
- LC-4.2 Complete Neighborhoods. Strive to ensure that all new neighborhoods, and infill development within or adjacent to existing neighborhoods, are complete and well-structured such that the physical layout, and land use mix promote walking to services, biking and transit use, and have the following characteristics.
 - Be organized into human-scale, walkable blocks, with a high level of connectivity for pedestrians, bicycles, and vehicles.
 - Be organized in relation to one or more focal activity centers, such as a park, school, civic building, or neighborhood retail, such that most homes are no further than one-quarter mile.
 - Require development patterns such that 60 percent of dwelling units are within 1/2-mile walking distance to neighborhood goods and services.
 - Provide as wide a diversity of housing styles and types as possible, and appropriate to the existing neighborhood context.
 - Provide homes with entries and windows facing the street, with driveways and garages generally deemphasized in the streetscape composition.
- **LC-4.3 Connected Neighborhoods.** Require that each new increment of residential development make all possible street, trail, and open space connections to existing adjoining residential or commercial development and provide for future connections into any adjoining parcels.
- LC-4.4 Balanced Neighborhoods. Within the density ranges and housing types defined in this General Plan, promote a range

of housing and price levels within each neighborhood to accommodate diverse ages and incomes.

- LC-4.5 Equitable Housing Opportunities and Diversity of Housing Types. Within the density ranges and housing types defined in this General Plan, promote a diversity of land tenure opportunities to provide a range of choices on the types of property estate available and ready access to an equitable array of opportunities at a variety of price points. For projects five acres or larger, require that diverse housing types be provided and intermixed rather than segregated by dwelling type.
- LC-4.6 Block Length. Require new neighborhoods to be designed with blocks no longer than 600 feet nor a perimeter exceeding 1,800 feet. Exceptions can be made if mid-block pedestrian and bicycle connections are provided, or if the neighborhood is on the edge of town and is intended to have a rural or semirural design character.
- LC-4.7 Intersection Density. Require new neighborhoods to provide high levels of intersection density. Neighborhood Center and Semi-Rural Neighborhoods should provide approximately 400 intersections per square mile. Suburban Neighborhoods should provide at least 200 intersections per square mile.
- **LC-4.8 Solar Orientation.** Street, block, and lot layouts should orient a majority of lots within 20 degrees of a north-south orientation for increased energy conservation.
- LC-4.9 Public Art. Encourage public art that reflects the culture, history, and character of the surrounding neighborhood.
- LC-4.10 Minimize Curb Cuts. Require new commercial development, and residential to the extent possible, to have common driveways and/or service lanes and alleys serving multiple units, to minimize the number of curb cuts along any given block to improve pedestrian safety.
- LC-4.11 Neighborhood Transitions. Require that new neighborhoods provide appropriate transitions in scale, building type and density between different General Plan designations, Place Types and Community Planning Areas.
- LC-4.12 Conventional Suburban Neighborhood Design. Discourage the construction of new residential neighborhoods that are characterized by sound wall frontages on any streets, discontinuous cul-de-sac street patterns, long block lengths, single building and housing types, and lack of walking or biking access to parks, schools, goods, and services.

- LC-4.13 Neighborhood Edges. Encourage neighborhood edges along street corridors to be characterized by active frontages, whether single-family or multifamily residential, or by ground floor, neighborhood-service non-residential uses. Where this is not possible due to existing development patterns or envisioned streetscape character, neighborhood edges shall be designed based on the following policies:
 - Strongly discourage the construction of new gated communities except in Semi-Rural Neighborhoods.
 - Allow the use of sound walls to buffer new neighborhoods from existing sources of noise pollution such as railroads and limited access roadways. Consider sound walls as sites for public art.
 - Prohibit the use of sound walls to buffer residential areas from arterial or collector streets. Instead design approaches such as building setbacks, landscaping and other techniques shall be used.
 - In the case where sound walls might be acceptable, require pedestrian access points to improve access from the Neighborhoods to nearby commercial, educational, and recreational amenities, activity centers and transit stops.
 - Discourage the use of signs to distinguish one residential project from another. Strive for neighborhoods to blend seamlessly into one another. If provided, gateways should be landmarks and urban design focal points, not advertisements for home builders.

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.

- LC-5.1 Improved Street Network. Systematically extend and complete a network of complete streets to ensure a highlevel of multi-modal connectivity within and between adjacent Neighborhoods, Centers and Districts. Plan and implement targeted improvements to the quality and number of pedestrian and bicycle routes within the street and trail network, prioritizing connections to schools, parks, and neighborhood activity centers.
- LC-5.2 Connections Between Development Projects. Require the continuation and connectivity of the street network between adjacent development projects and discourage the use of culde-sacs or other dead-end routes.

- LC-5.3 Green Public Realm. Ensure that a significant tree canopy and landscaping is provided along corridors, and linkages between land uses, to provide shade and wind protection for pedestrians and bicyclists, and to define these corridors as the "outdoor living rooms" of the City.
- LC-5.4 Multi Family Development. Focus new multifamily housing development along corridors between commercial nodes and centers and ensure that it is well-connected to adjoining neighborhoods and centers by high quality walking and biking routes.
- LC-5.5 Foothill Boulevard as a Cateway. Transform the ends of Foothill Boulevard near the city boundary to a unique gateway environment through street improvements and coordinated infill development along both sides of Foothill Boulevard.
- LC-5.6 Foothill Boulevard as a Connector. Transition Foothill Boulevard from a "divider" to a "connector" that brings the north and south sides together. Ensure that new development along the Foothill Corridor generates a high-quality pedestrianand transit-oriented environment and a concentration of commercial and civic amenities and community gathering places for residents from all parts of the city.
- LC-5.7 Public Arts Master Plan. Develop a citywide master plan that integrates the arts into the transportation, trails, open space and greenways network to enhance the public realm and creatively connect communities through innovative arts and cultural amenities and programming.

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.

- LC-6.1 Diverse Centers. Encourage the development of neighborhood-serving, community-serving and city-wide serving centers that address the full range community needs and market sectors.
- LC-6.2 Small Scale Centers. Support one or more very small-scale Centers on well-located under-developed parcels within walking, biking, or horseback riding distance of neighborhoods in Alta Loma and Etiwanda.
- LC-6.3 Evolving Centers. Encourage the improvement of existing commercial centers to provide more active, human scale environments and community gathering places, including the potential for infill housing and office use.

- LC-6.4 Access to Transit. Encourage the development of commercial and mixed-use centers that are located at and organized in relation to existing or planned transit stops, especially along Foothill Boulevard and Haven Avenue.
- LC-6.5 Walkable Environments. Centers should include very walkable and pedestrian-friendly streets with active building frontages along primary corridors and internal streets. In some cases, side access lanes may be inserted between existing major streets and building frontages, providing a low-speed environment that is very safe and comfortable for pedestrians and bicyclists, with pedestrian-oriented building frontages.
- LC-6.6 Outdoor Commerce. Encourage outdoor activities such as farmers markets, small performances, visual arts and culture events, dining, and gatherings that take advantage of the Centers and the relation to the public realm.

GOAL LC-7 ROBUST DISTRICTS. A series of unique, employment-oriented environments for a range of business activities, shopping and entertainment, arts and culture activities, and community events and gathering.

- LC-7.1 Gateway & Employment Hub. The Central South Community Planning Area is established as the City's main "gateway from the I-10 Freeway" and an employment hub of regional significance.
- LC-7.2 Unify and Connect Development. Require that new development in the 21st Century Employment District land use designation unify and connect development along the Haven Avenue Corridor.
- LC-7.3 Campus Design. Encourage employment areas to be developed like a college campus with buildings oriented toward an internal roadway, buffer landscaping along the perimeter, and ample opportunities for paths and trails connecting to the City system, as well as relaxation areas for employees.
- **LC-7.4 Compatibility.** Discourage large industrial projects within 1,000 feet of existing and planned residential development.
- LC-7.5 Adaptive Industrial Reuse. Encourage adaptive reuse with residential and live/work units, and local serving commercial, in existing industrial structures, particularly in the Central South Community Planning Area.
- LC-7.6 Loading Docks. Require that parking lots, loading docks, outdoor storage, and processing, be located behind or beside buildings, not in front, and be screened from public views.





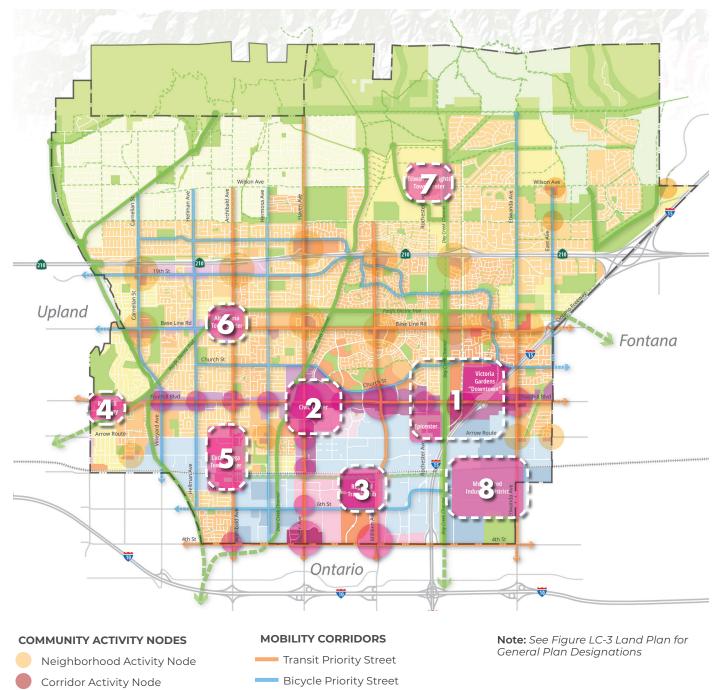
FOCUS AREAS ARE..

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: Rancho Cucamonga Station Area
- + 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

Focus Areas



Trail Network



FOCUS AREA 1: DOWNTOWN RANCHO CUCAMONGA

Focus Area I 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 lowdensity 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

- Improve Foothill Boulevard from a highway to a city center boulevard, integrating and prioritizing human activity, active transportation and transit.
- Improve Church Street, Arrow Route and Rochester Avenue with buffered bike lanes.
- Consider lane reductions on Rochester from 5 to
 3 lanes to accommodate bikes. Rochester Avenue
 is an important connection from the Rancho
 Cucamonga Station to the foothills.
- Create a large usable open space activities and services such as community gardens.
- Create new crossing and signal for Day Creek Channel trail and Park Drive.

* Diagram is shown for illustrative purposes only.

- 6 Create connections via trails along Day Creek Channel to Etiwanda Heights and along 8th Street to Cucamonga Town Center south of the Rancho Cucamonga Station tracks under the future High Speed Rail.
- 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





Safe, comfortable crossing for pedestrians and cyclists



Local street with active building frontage and wide, flexibly programmable sidewalk



Generous, active, comfortable outdoor space defined by buildings

VOLUME 2 · CHAPTER 2: FOCUS AREAS

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.





Mixed-use building with active groundfloor



Buffered bike lane example for local streets



Human-scale, pedestrian-oriented frontage



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



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:

- buildings.

- market conditions and community needs.

+ 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

+ 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



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



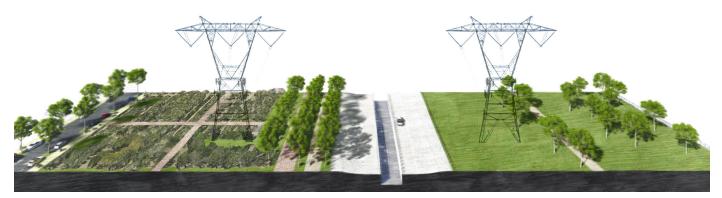
Pedestrian-oriented "gateways"



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, mixeduse 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 wellscreened 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.

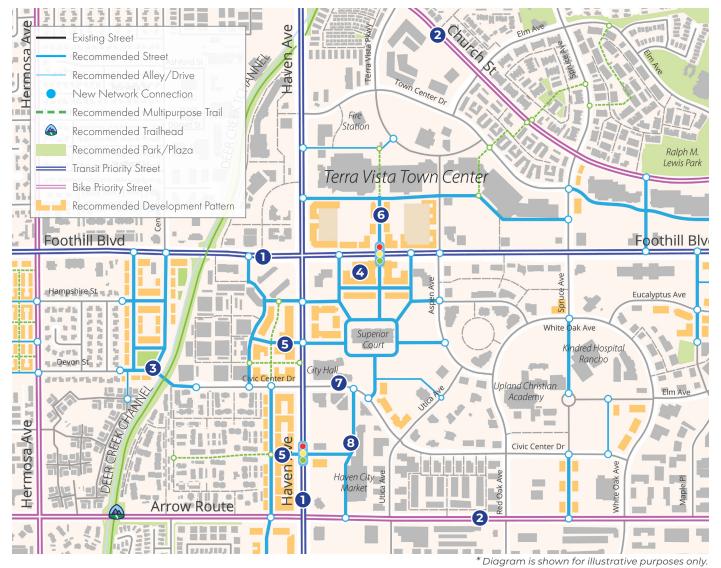


FIGURE FA-3 FOCUS AREA 2: CIVIC CENTER

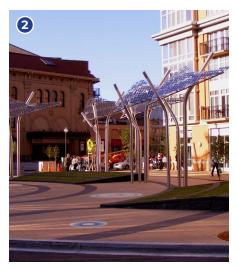
 Improve Foothill Boulevard and Haven Avenue to prioritize human activity, active transportation and transit.

- 2 Improve Church Street, Arrow Route, and Hermosa Avenue with buffered bike lanes.
- Create new park with access to multipurpose trail along Deer Creek Channel and extend Devon Street to connect with Civic Center Drive.
- 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.

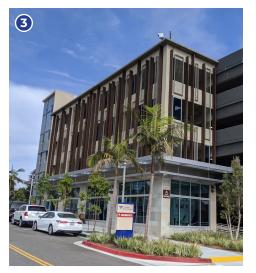
- Develop vacant lots with mixed-use buildings.
 New block patterns should extend and complete to the area's network of complete streets.
- 6 Intensify commercial center to transit-oriented mixed-use development with housing and ground floor commercial.
- Create plaza space along north side of Civic 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 allmodes of transportation and supports mixed-use infill development with active ground floors.

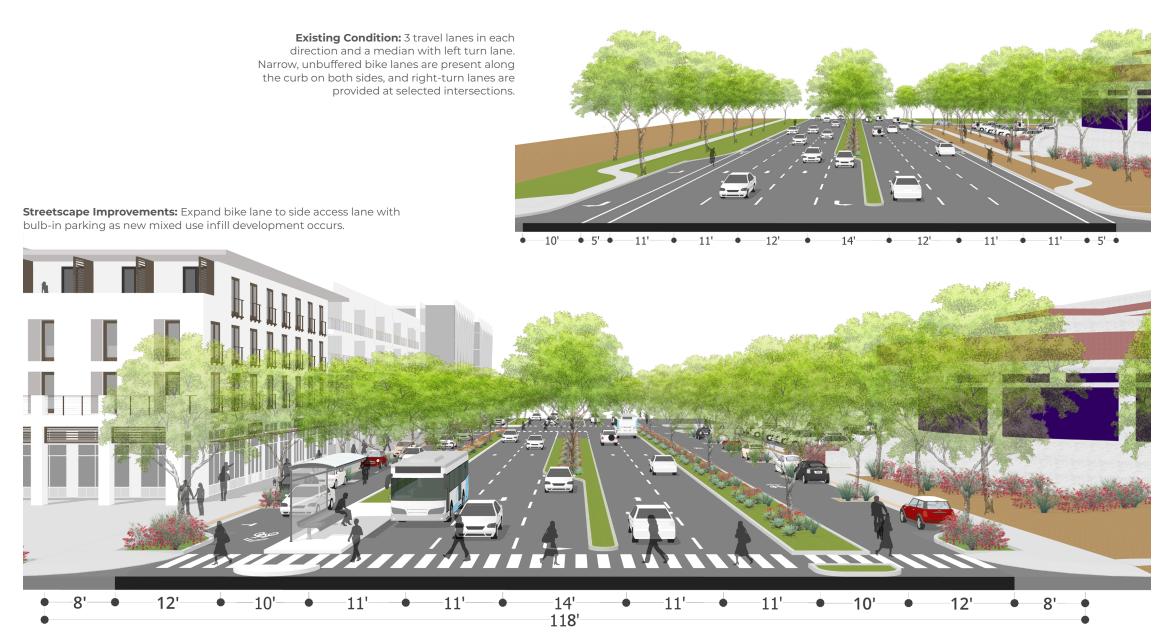
Key points for the evolution of this area as the civic heart of the city are as follows:

- 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.





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: RANCHO CUCAMONGA STATION AREA

This Focus Area illustrates the potential of the Rancho Cucamonga Station area 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 Rancho 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, mixeduse, 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.

- + 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 pedestrianfriendly 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.
- Hultipurpose Trail Connections. Expand the trail network by creating a new multipurpose trail in the historic 8th Street right-ofway 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, transitoriented employment district environment.

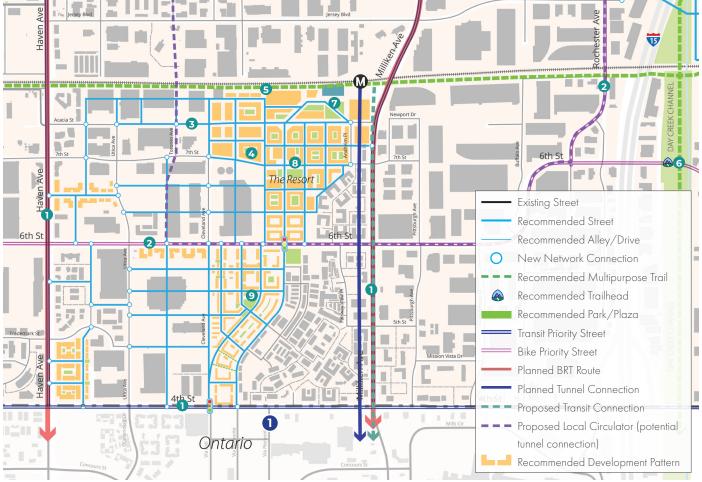


FIGURE FA-4 FOCUS AREA 3: RANCHO CUCAMONGA STATION AREA

 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.
- Extend 7th Street to connect Milliken Avenue to Haven Avenue.

* Diagram is shown for illustrative purposes only.

- 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.
- Ontinue implementation of the Resort as an Urban Neighborhood.



Conceptual illustration of intensification in the Rancho Cucamonga Station area



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.



<image>

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.

- 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



- Develop a new, mixed-use neighborhood with retail fronting a new side access (frontage) lane along Foothill Boulevard, and neighborhoodscale 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.

* Diagram is shown for illustrative purposes only.

- Greate 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.



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.



Streetscape and landscape reflect the historic character of Red Hill.

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Vision for Foothill Boulevard entering into Rancho Cucamonga from the west. Streetscape improvements include widened sidewalks and a

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



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 humanscale, comfortable and walkable community gathering places. Targeted improvements to pedestrian and bicycle mobility, building frontage, and public landscape can incrementally transform this area into a much safer, more attractive activity center for Cucamonga.

- + 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 Rancho 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





An outdoor dining court activates a flexindustrial district.



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



"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.

- 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 Arrow Route, Hellman Avenue, and Hermosa Avenue with buffered bike lanes.
- 3 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.
- 4 Extend 7th and 9th Street, as a trail or street, to connect Archibald Avenue and Hermosa Avenue.
- 5 Explore opportunities for infill and redevelopment.

- 6 Extend Feron Boulevard, as drive or paseo, to connect to Archibald Avenue.
- 7 Create a new multipurpose trail along 8th Street right-of-way south of the Metrolink/BNSF railroad connecting Cucamonga Town Center to Rancho Cucamonga Station.
- 8 Create new park—Old Town Park—for 8th Street multipurpose trail.
- 9 Create a new multipurpose trail along Deer Creek Channel through "Northtown," the original settlement of Cucamonga.
- Create Humboldt trailhead and trail along the north side of the railroad to Old Town Park.

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

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

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

- 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 Rancho 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.



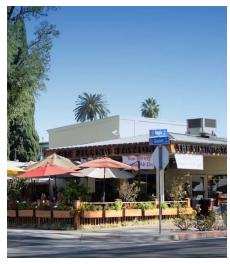
This illustrative sketch presents a vision of a neighborhood green (fronted by new and existing housing) at the terminus of a new 8th Street trail connecting Cucamonga Town Center to Rancho Cucamonga Station, 2-miles to the east. Improvements to Archibald Avenue in this area include buffered bike lanes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



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



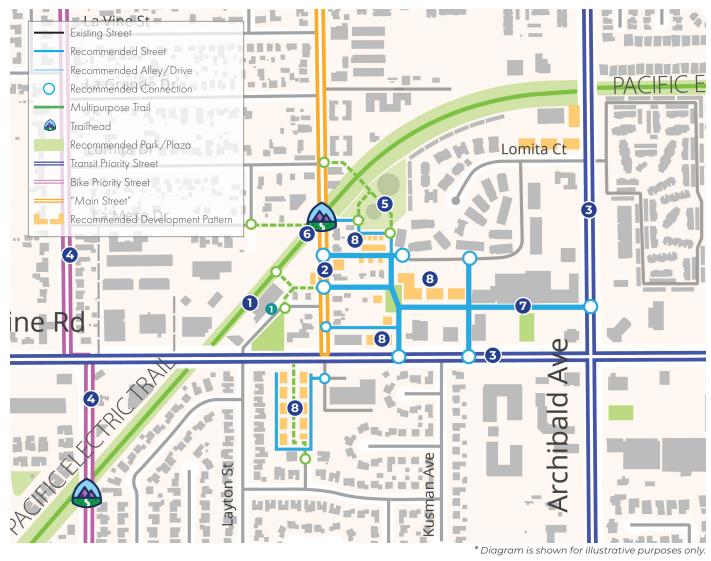
FOCUS AREA 6: ALTA LOMA TOWN CENTER

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.

- 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 frontages.

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



- 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 frontages should contribute to creating a "main street" environment.
- 3 Improve Baseline Road and Archibald Avenue to prioritize active transportation and transit.
- Improve Hellman Avenue with buffered bike lanes.

- 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.
- Enhance building frontages 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



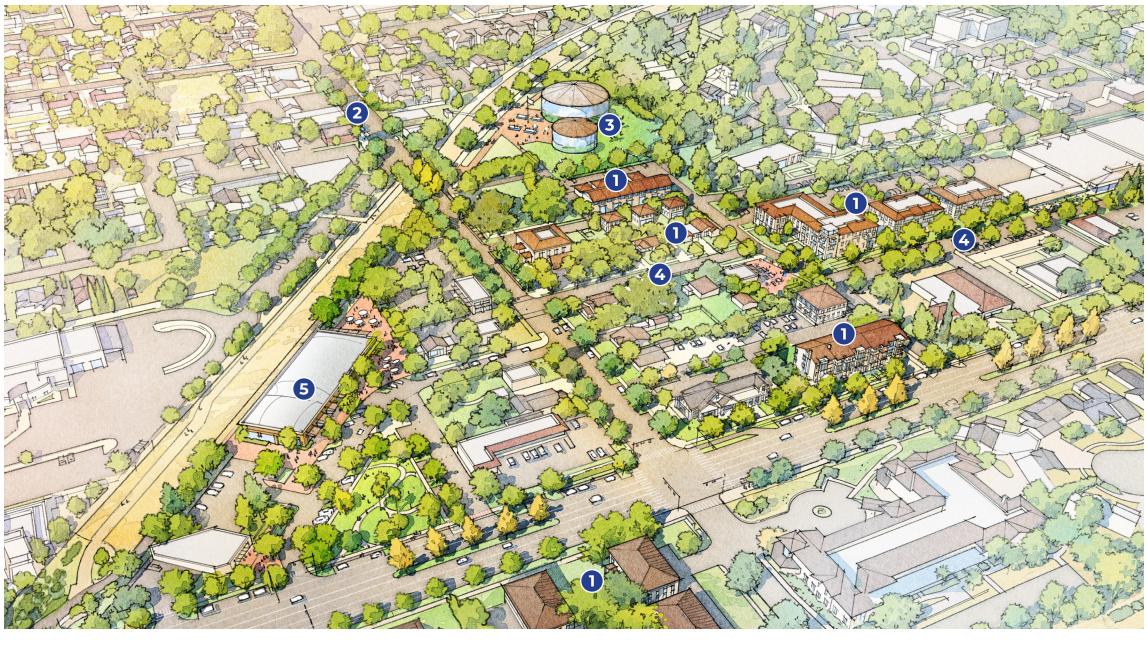
Baseline Road improved with median and bike lanes

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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:

- 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.
- A 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.

- + 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.
- Hultipurpose 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.

- Plan for a potential future community center building that has a large event space with operable openings that face the square.
- 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.
- Oesign a hardscaped area of Wilson Square for a variety of community events, such as a farmer's market with tent and table set-ups;

- Oesign an outdoor theater with terraced seating carved into the natural inclined topography of the square for community performances and other special events.
- 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.
- 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.

- + 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 Rancho 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.

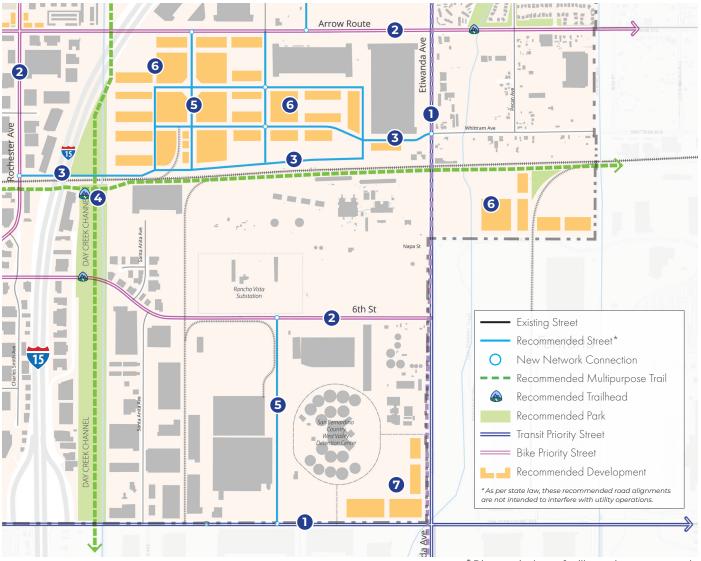


FIGURE FA-9 FOCUS AREA 8: SOUTHEAST INDUSTRIAL AREA

- 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.
- Extend Whittram Avenue from Etiwanda Avenue to Rochester Avenue and under the I-15 to provide better access to the Southeast Area.
- Consider creating a new trailhead/park at the intersection of the new 8th Street multipurpose trail and potential trail along Day Creek Channel.

* Diagram is shown for illustrative purposes only.

- 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 nonresidential intensity consistent with the intentions of each Designation.

TABLE OS-1 OPEN SPACE DESIGNATIONS SUMMARY

Ge	neral 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 60 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.

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 1/2 mile of every residence and most jobs. While a walk of 10 minutes may equate to $\frac{1}{4}$ to $\frac{1}{2}$ 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.



Schools



Parks

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.

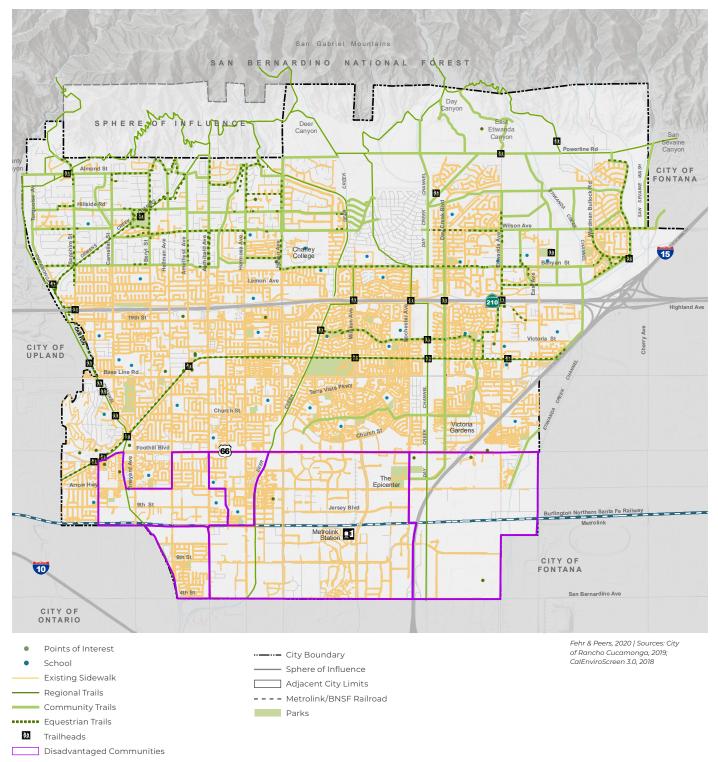
TABLE OS-2 PARKS AND OPEN SPACE GENERAL CHARACTERISTICS

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 building frontages. They may serve as an extension of adjacent businesses such as cafes, restau-rants, 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 hav-ing 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



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 nonresidential 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 multipurpose 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 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 Rancho Cucamonga Station, the Boring Company's effort to connect the Rancho Cucamonga Station to the Ontario Airport, and a future regional north/south transit connection from the Rancho 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 Rancho Cucamonga Station, providing connectivity to the existing regional Metrolink system and future connections to the Ontario Airport. The area around the Rancho Cucamonga Station is planned for transit-oriented mixed-use development as shown in Volume 2 Chapter 2: Focus Areas.

CONNECTION TO ONTARIO AIRPORT

This chapter supports the Ontario Airport Loop, a 2.8-mile tunnel, that would connect from the Rancho 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.

LA METRO L LINE EXTENSION

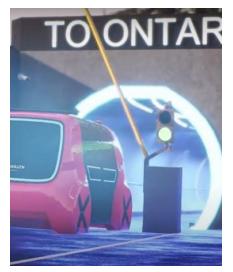
The Los Angeles County Metropolitan Transportation Authority (LA Metro) has developed plans for extending operations to San Bernardino County with the planned extension of the L Line (also referred to as the Foothill Gold Line). The two options under consideration are along the Pacific Electric right-of-way to Foothill Boulevard or along the Metrolink rightof-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 Rancho Cucamonga Station and a connection to the wider Metrolink network via high quality transit to provide better regional connectivity.

BUS RAPID TRANSIT

SBCTA has initiated the West Valley Connector (WVC) project, a 35-milelong 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.



Brightline West High Speed Rail



Onatario Airport Loop



LA Metro L Line



Rancho Cucamonga Station

PROPOSED REGIONAL CONNECTIONS

The convergence of high-speed rail, the connection to the Ontario Airport, and redevelopment around the Rancho Cucamonga Station area 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 Rancho 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 Rancho 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 Rancho 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



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

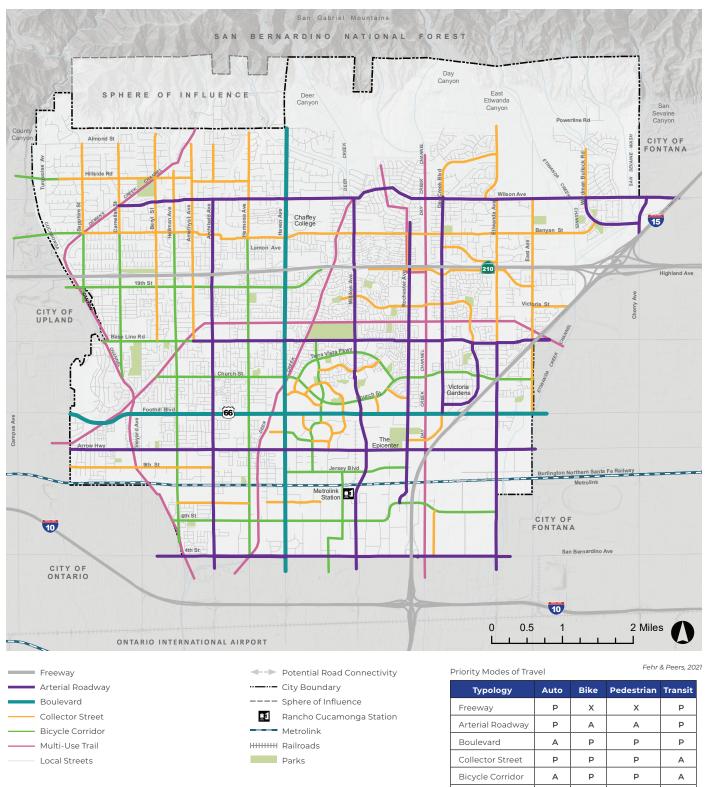
While some transportation experts interpret complete streets implementation to mean that all streets within a jurisdiction must accommodate all users to the same level, others see it as more appropriate to develop specific networks of streets to prioritize specific modes, although most modes should be 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.



Complete streets provide comfortable and safe environments for all users

FIGURE M-3 LAYERED ROADWAY NETWORK



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

х

Р

Ρ

Р

Ρ

Х

А

Multi-Use Trail

Local Street

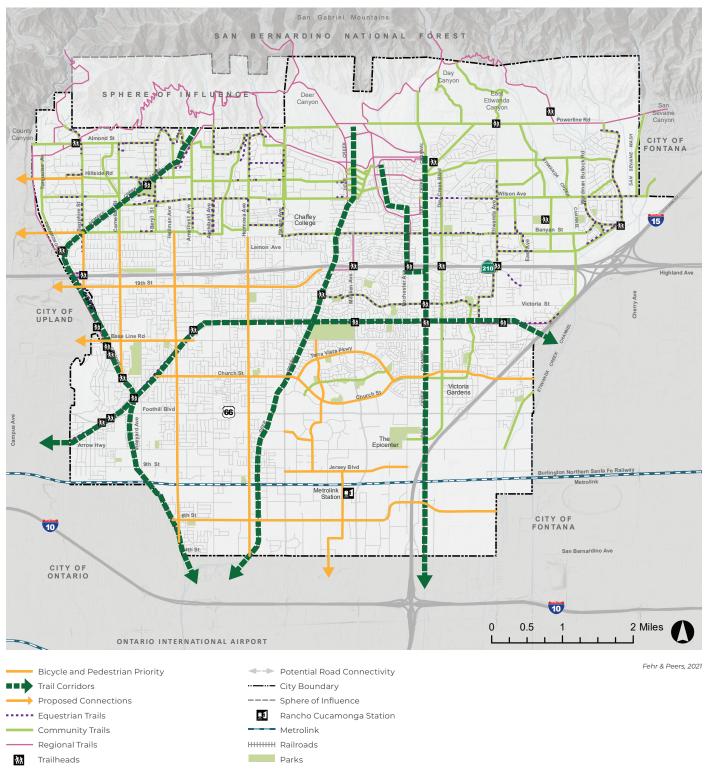
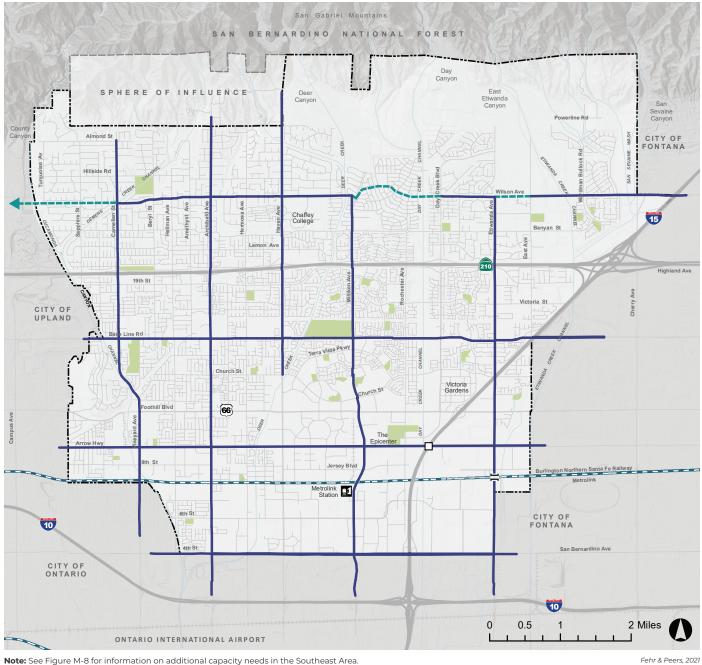


FIGURE M-4 BICYCLE AND PEDESTRIAN PRIORITY

FIGURE M-5 AUTOMOBILE PRIORITY



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

 Auto Priority Proposed Interchange Proposed Railroad Grade Separation Proposed Street Parks

----- City Boundary ---- Sphere of Influence

Rancho Cucamonga Station Metrolink HHHHH Railroads

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:

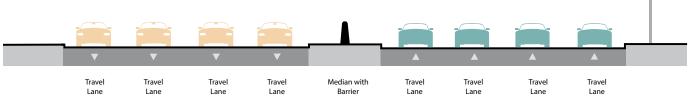
- + Freeway
- + Arterial Roadway
- + Boulevard
- + Collector Street
- + Bicycle Corridor
- + Multi-Use Trail
- + Local Street

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

NEXT EXIT 🗷



Example cross-section of freeway

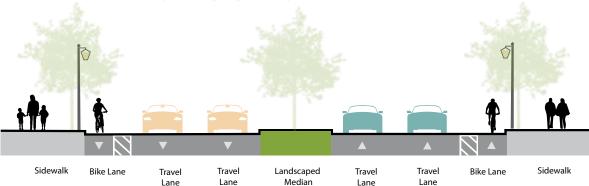
ARTERIAL ROADWAY

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.

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



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

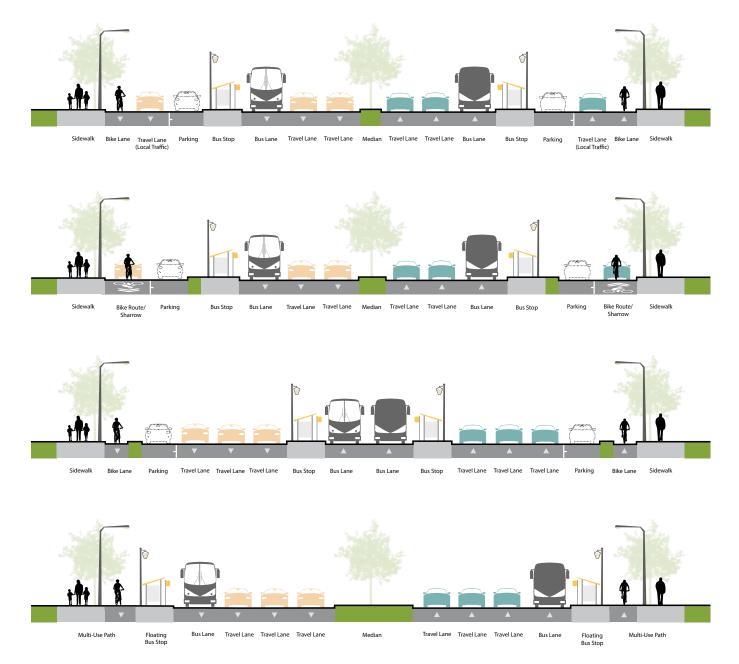


Example cross-section of arterial roadway with bike lanes

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

BOULEVARD

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.



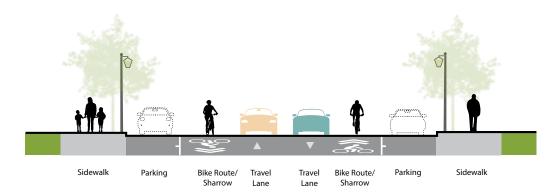
Example cross-sections of arterial roadway

COLLECTOR STREET

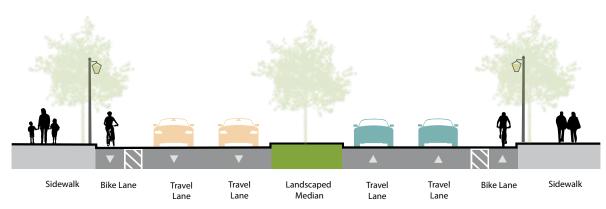
These are streets that are intended to connect neighborhoods together. They should provide accessibility for bicycles, pedestrians, and vehicles; however, speeds should be managed to ensure that all modes safely travel together. These corridors are specified along numerous street segments throughout 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



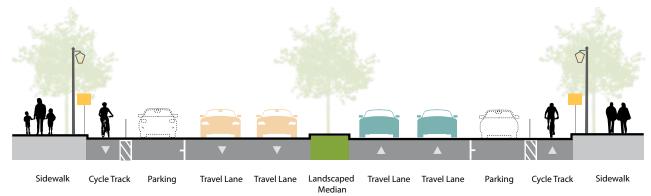
Example cross-section of collector street with large right-of-way

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

BICYCLE CORRIDOR

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.



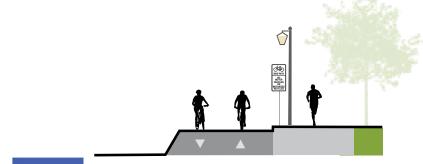
Example cross-sections of bicycle corridor

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

MULTI-USE TRAIL

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.

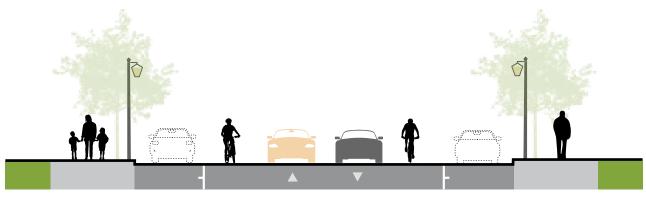


Example cross-sections of bicycle corridor

LOCAL STREET

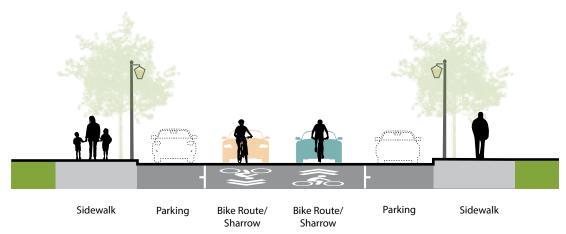
Local streets are typically located in neighborhoods and provide access to adjacent land uses (typically housing). On-street parking is typically allowed on both sides of the street. They should be designed to accommodate automobiles, but at a slow rate of speed (ideally 15 to 20 miles per hour). They 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



 Sidewalk
 Parking
 Bike Lane
 Travel
 Bike Lane
 Parking
 Sidewalk

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



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 pedestrianvehicle collisions. Figure M-6 shows key areas where the City will focus the implementation of pedestrian facility connectivity.

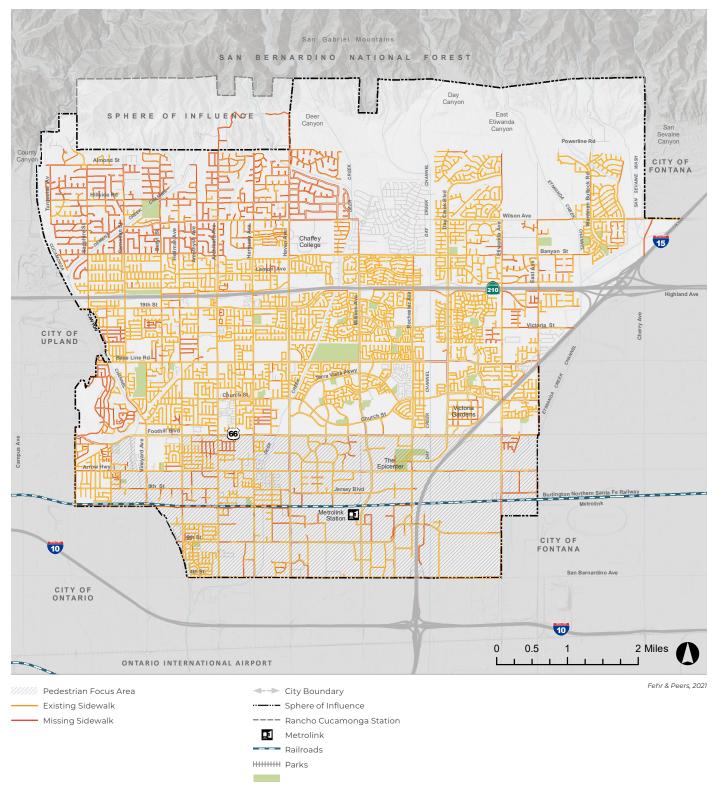
BICYCLES

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





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

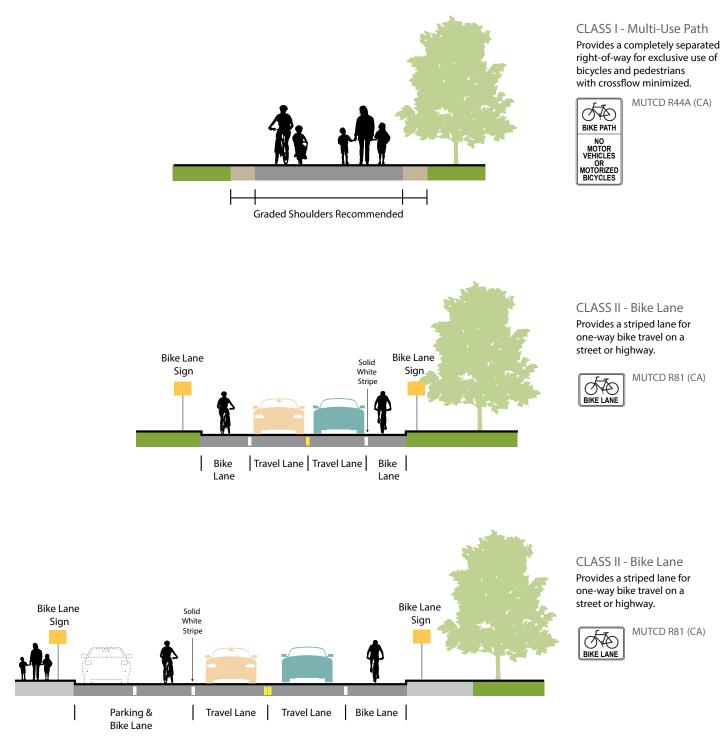
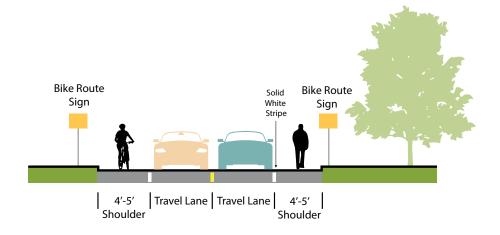


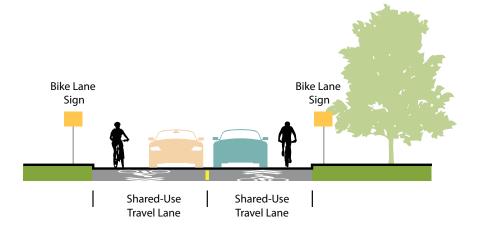
FIGURE M-7 BIKEWAY CLASSIFICATIONS (CONT'D)



CLASS III - Bike Route

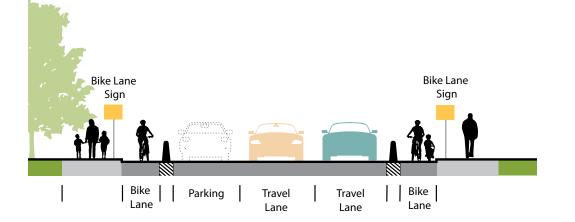
Provides a shared use with pedestrians or motor vehicle traffic, typically on lower volume roadways.

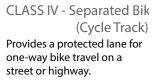




CLASS III - Bike Route Provides a shared use with pedestrians or motor vehicle traffic, typically on lower volume roadways.







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.

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.



Safe routes to school

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 connectons for circulation, accessibility, and emergency accessibility in the Southeast Area. This includes creating a new northsouth 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 improving and maintaining 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.

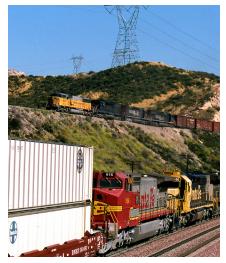


FIGURE M-8 PROPOSED STREET NETWORK IN SOUTHEAST AREA

- Consider improving Etiwanda Avenue and 4th Street to facilitate active transportation and transit.
- Consider improving Arrow Route, Rochester Avenue and 6th Street with buffered or separated bike lanes.
- Extend Whittram Avenue from Etiwanda Avenue to Rochester Avenue and under the I-15 to provide better access to the Southeast Area.
- Consider creating a new trailhead/park at the intersection of the new 8th Street multipurpose trail and potential trail along Day Creek Channel.

* Diagram is shown for illustrative purposes only.

- 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

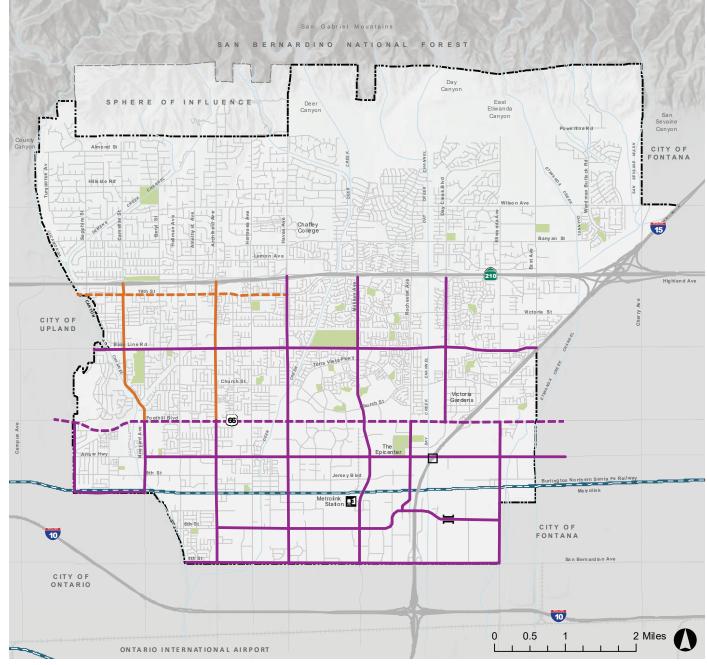
Truck traffic on city streets is restricted to specific routes that are designated for through-traffic of trucks over three tons. These designated truck routes have been adopted through City ordinance and are shown in Figure M-9 for context within this chapter. These truck routes help to facilitate the 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.

 Truck Routes - Truck Routes (38-Foot Kingpin Limit) Consider Potential Removal Proposed Interchange Proposed Railroad Grade Separation HHHHH Railroads

- ----- City Boundary
- ---- Sphere of Influence
- Rancho Cucamonga Station
- Metrolink
- Parks

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



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 Rancho Cucamonga Station Redevelopment. Support redevelopment in and around the Rancho 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 highquality 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 wellstructured 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, highspeed 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 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, family resources, cultural and senior centers, 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-theart 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 fullservice 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.

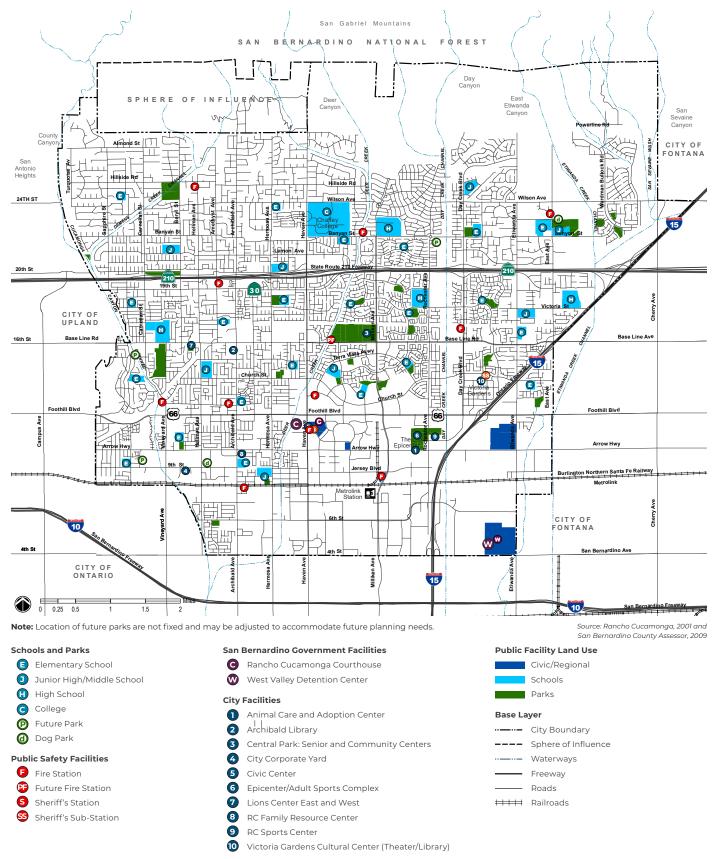
The Paul A. Biane Library is part of the Victoria Gardens Cultural Center and is home to a book and media collection of approximately 100,000 items and features amenities such as a 21-seat technology center, a story room, a traditional reading room with a fireplace, a homework center, and the Local History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

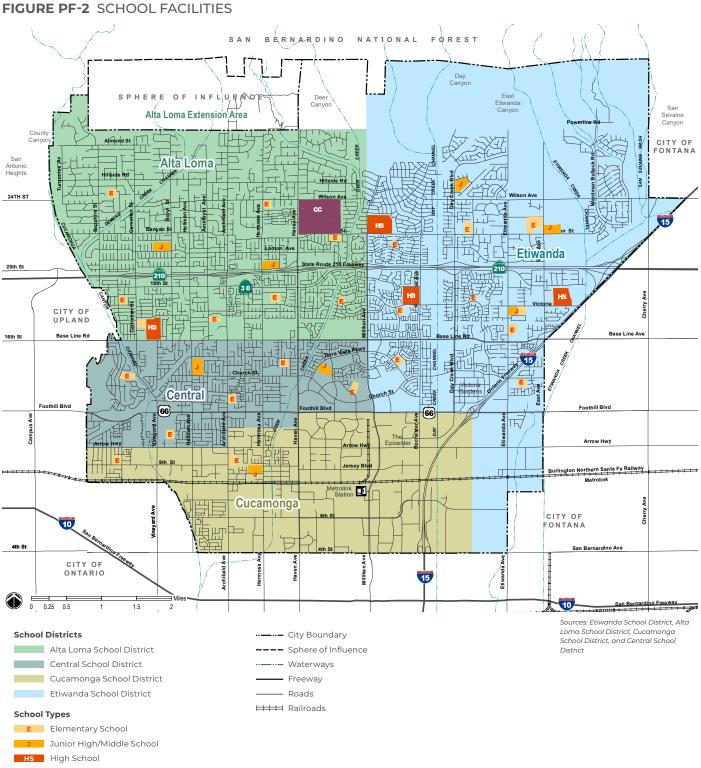
The Rancho Cucamonga Public Library offers programs and services for people of all ages, including a bookmobile, technology classes, story time for children, programs for teens, book clubs, literacy programs, and special programs that all help develop healthy minds.

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 GOVERNM	ENT 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







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.

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.



Recycled water

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 gigabitspeed 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 highquality 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.

VOLUME 2 · CHAPTER 6: PUBLIC FACILITIES & SERVICES



Event at the Victoria Gardens Cultural Center



Rancho Cucamonga Animal Center



Rancho Cucamonga Sports Center



Cucamonga Valley Water District Plant



Chaffey Community College



Volume 4 IMPLEMENTATION STRATEGY



IN THIS VOLUME

Every big idea has a small action that is needed to make it real. The implementation strategy is a series of actions large and small that are essential to realizing the goals and policies of this General Plan. In some cases, the action may simply be carrying on those things that the City is already doing, while for others a change in the regulation is needed. This volume includes a work plan that covers operations of the City and ways to address climate change, standard conditions of approval provide a starting point for project evaluation for City staff, and a placemaking tool kit that helps the City and landowners meet the land use and community character expectations. While essential to the General Plan, the implementation strategy is adopted separately so that it can be updated regularly without a General Plan amendment to keep current with technology and the needs of the people.



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General Plan Work Plan



A WORK PLAN IS...

a guide for City staff, decision makers, developers and the public that lays out specific actions and steps required to achieve the goals set forth in this General Plan. It is also a flexible framework within which more precise measures are addressed. Many of the measures, such as an update to the Development Code, or revised engineering standards, affect codes that are already in use but need to be updated in order to realize the vision of this General Plan. In some cases, there are no existing implementing measures requiring new ones to be developed and included in this work plan.

In addition to the work plan is a placemaking toolkit designed to help City staff, developers, and property owners understand and participate in achieving the vision. The placemaking toolkit provides detailed information on a set of implementation strategies, or "tools," along with potential applications and further resources to help ensure that Rancho Cucamonga grows well into the 21st century.

HEART OF THE MATTER

City resources are finite in terms of money and staff time. Therefore, it is essential that a work plan be adopted that prioritizes how the City implements the General Plan. Not everything can be done at once, and some actions are dependent upon others having been completed. The intent of this work plan is to provide a general idea of which things should be done first. For many of the implementation actions, community input is essential, and it is likely that several drafts will be required before it is acceptable. A world class city is always evolving to respond to new challenges therefore this list is far from comprehensive. The list will be used regularly for budgeting purposes and reviewed as part of the annual reporting on the progress of the General Plan. It is almost certain that through conversations between the people most affected by the implementation strategy and those working to complete the task that new methods of achieving the vision of General Plan will be developed. As such, this list supports the General Plan, but is expected to be amended regularly.



WORK PLAN

The General Plan work plan is only one part of the implementation strategy for the City. There are other essential strategies, such as the Climate Action Plan, updated Development Code, and the placemaking toolkit, that help implement, but are not included in, the General Plan so that they can be more flexible and easier to update than the overall General Plan.

Further, only some of the implementing measures are known now; others will be developed over time. While the General Plan can be amended only four times a year, it is expected that changes in technology, community preference, and completion of tasks, will result in regular changes to the work plan. Therefore, the work plan is flexible to allow different means of achieving a goal and to react to changes in technology or approach.

The work plan is organized into the follow topics:

- + Funding
- + Improvements
- + Process & Information
- + Rules & Coordination
- + Focus Area Implementation
- + Standard Conditions of Approval

Each work plan topic includes an implementation matrix that contains individual measures, included in the **Action Item** column. Each measure includes a responsible department (**Work Group Lead**) as well as an estimated priority for timing. The availability of budget, the extent of public outreach, and changing priorities may affect the timing of adoption. The priorities, shown in the **Timing** column, are:

Ongoing	Represents a constant attention to the issue.
Short-Term	A measure that should be adopted within 1 – 3 years from adoption of the General Plan.
Mid-Term	A measure that might be adopted 5 – 10 years after adoption of the General Plan.
Late-Term	A measure that might be adopted more than 10 years after adoption of the General Plan.

The work plan will require the coordination of many skill sets, departments, and often other agencies. The **Work Group Lead** represents the department most likely to take a leadership role in the measure. The leadership may shift to a new department depending on circumstances needed for the issue, and resources available at the time.

Just as the implementation may involve more than one department of the City, partnerships with other agencies in the region are also essential. The City will continue to work with existing partners and seek to develop new partnerships as appropriate to City's leadership role in the region.

FUNDING

These measures are actions for the City to update fees or seek grants to implement policies in the General Plan.

TABLE WP-1 FUNDING

Action Item	Work Group Lead	Timing
Funding Opportunities Through Special Districts: Investigate the use of special districts for assistance in providing affordable housing, transportation improvements, parking, and shared amenities	Community Development	Short-Term
Transportation System Funding Opportunities: Monitor new methods, pilot, or test various solutions to the conventional gas tax and toll roads for more equitable system-wide approach to funding transportation improvements. Some examples include volume-based pricing, smart metering, congestion pricing, and curb pricing.	Community Development	Short-Term
Greenhouse Gas Reduction Funding Opportunities: In the short-		ntify potential
 funding sources or incentives for the following greenhouse gas redute Evaluate the feasibility of a local or regional Vehicle Miles Traveled (VMT) impact fee program, bank, improvement program or exchange. 	uction activities: Community Development	Short-Term
+ Identify funding for and create an Urban Forestry Master Plan.	Community Development	Short-Term
 Investigate including tree planting in the capital improvement program and development fee structure as an offset for new development impacts to greenhouse gases and on the environment in accordance with the urban forestry plan. 	Community Development	Short-Term
 Investigate possible incentives for existing non-residential developments to install electric hook-ups for trucks in docks, bays, and parking areas to reduce heavy-duty truck idling on- site. 	Community Development	Mid-Term
 Investigate incentives for existing public and private developments to improve energy efficiency. 	Community Development	Mid-Term
Hazard Retrofit Funding Opportunities: Investigate potential fund may include:	ling sources for risk reduction a	ctivities that
 Investigate the creation of a Geologic Hazard Abatement District that can be used to generate funds to mitigate geologic hazards. 	Community Development	Mid-Term
 Investigate potential funding opportunities for voluntary improvements/retrofits on private properties. 	Community Development	Ongoing
 Investigate possible incentive programs to encourage property owners to retrofit their homes/businesses against climate- related hazards such as extreme weather, flooding, wildfire, etc. 	Community Development	Mid-Term
 Explore new funding sources for vegetation management activities for properties located within the WUIFA. 	Public Safety	Ongoing

IMPROVEMENTS

These implementation measures are specific improvements necessary for achieving the vision of this General Plan

TABLE WP-2 IMPROVEMENTS

TABLE WP-4 RULES & COORDINATION	Work Group Lead	Timing
Public Access Internet: Develop methods for accelerating the provision of municipal internet in disadvantaged communities.	Community Development	Short-Term
Railroad Crossings: Investigate the feasibility and funding of quiet zones at-grade crossings, improved current at-grade crossing gates, and grade separated crossing(s).	Community Development	Late-Term
Trail Network: Continue to expand and improvement the trail netw	vork as feasible to:	
 Build a well-connected, off-street trail system along the existing Pacific Electric Trail (PET), flood channels and utility corridors. 	Community Development	Ongoing
 Create north-south trail connections along the utility channels and easements to create a connected trail system, including Deer Creek channel, Day Creek/Southern California Edison easement, and other utility corridors connecting to Ontario. 	Community Development	Mid-Term
Critical Facilities and Infrastructure: Periodically review and upda	te the City critical facilities and i	nfrastructure
inventory used to support and implement the EOP, LHMP, and CIP. the following:	The inventory should be update	ed to include
+ Critical facilities/infrastructure located in high-risk areas where relocation may be a possible mitigation strategy.	Community Development	Short-Term
 Potentially substandard structures/infrastructure for future retrofit and rehabilitation. 	Community Development	Mid-Term
 Future funding opportunities for critical facility/ infrastructure improvements, retrofits/relocations. 	Community Development	Mid-Term
 Roadways designated as key evacuation routes are prioritized during the CIP planning process 	Community Development	Ongoing
+ Seismically vulnerable structures and infrastructure to integrate into the City's Capital Improvements Program	Community Development	Short-Term

PROCESS & INFORMATION

These measures are actions for the City to undertake to improve, amend, or expand its procedures or inform future actions.

TABLE WP-3 PROCESS & INFORMATION

Action Item	Work Group Lead	Timing	
Equity and Environmental Justice: The City will continue to maintain equitable civic engagement in the decision-making process and will continue to improve communication regarding new development projects and potential health impacts as follows:			
 Review and update, as appropriate, procedures to provide translation and interpretation services at public meetings on issues affecting populations whose primary language is not English. 	Civic and Cultural Services	Ongoing	
 Review and update, as appropriate, the variety of electronic and personal techniques for outreach. 	Civic and Cultural Services	Ongoing	
 Continue to update the "Improve the Healthy Communities" program. 	Civic and Cultural Services	Ongoing	
 Create a development checklist or disclosure tool to inform the public, especially low-income and minority populations, on the potential health impacts of new development. 	Civic and Cultural Services	Short-Term	
 Identify resources for the existing sensitive receptors experiencing adverse air quality issues to incorporate measures to improve air quality, such as landscaping, barriers, ventilation systems, air filters/cleaners, and other measures. 	Community Development	Mid-Term	
 Establish procedures and tools to consider the health needs of projects with sensitive receptors such as through a healthy needs assessment, the Healthy Development Measurement Tool (HDMT) or other tools. 	Community Development	Short-Term	
Mobility and Access Plans, Programs and Activities: The City currently maintains and updates a variety of plans, programs and activities to improve mobility and access in the community. These plans, programs and activities are regularly used and require ongoing management and/or periodic update to ensure compliance with local, state, and Federal requirements, consistency amongst these efforts, and incorporation of the most up to date information as follows:			
 Maintain a list of Transportation Demand Management (TDM) strategies for employers and new developments. 	Community Development	Short-Term	
+ Develop a system to measure roadway segments, intersection traffic volumes, and measure vehicle level of service along key corridors.		Short-Term	
 Include bicycle, pedestrian, and truck counts along with vehicle counts in the City's operations management system and make available to the public. 	Community Development	Short-Term	

Action Item	Work Group Lead	Timing
 Update routes in the Safe Routes to School (SRTS) program and develop a prioritization process for infrastructure enhancements. 	Community Development	Short-Term
 Update and implement the Trail Implementation Plan to improve equestrian access and crossings on the trails as appropriate. 	Community Development	Ongoing
 Develop a strategy or action plan that prioritizes systems- based approach to preventing traffic fatalities, focusing on the built environment, systems, and policies that influence behavior, as well as messaging that emphasizes that traffic losses are preventable. 	Community Development	Short-Term
As new transportation technologies and mobility services, including autonomous vehicles, electric vehicles, electric bicycles and scooters, and transportation network companies (e.g., Uber and Lyft) are used by the public, review and update City policies and plans to maximize the benefit to the public of such technologies and services without adversely affecting the City's transportation network. Updates to the City's policies and plans may cover topics such as electric vehicle charging stations, curb space management, changes in parking supply requirements, shared parking, electric scooter use policies, etc.	Community Development	Ongoing
 Coordinate with SBCTA and Omnitrans to review and consider alternatives to conventional bus systems, such as smaller shuttle buses (micro-transit), on-demand transit services, or transportation networking company services that connect neighborhood centers to local activity centers with greater cost efficiency. 	Community Development	Short-Term
Cultural and Recreational Programming:		
 Encourage non-exclusive, cross-generational cultural and recreational activities and programming that are accessible to people of all ages, backgrounds and abilities. 	Civic and Cultural Services	Ongoing
+ Prepare and implement an Arts Master Plan.	Civic and Cultural Services	Short-Term
 Prepare and implement a Park's Master Plan using walk time as one metric in placement of new parks. 	Civic and Cultural Services	Short-Term
Animal Care Programs: Increase awareness of animal adoptions and raise funds for animal care and services, continue to host and participate in special events, promotions, and fairs.	Civic and Cultural Services	Short-Term
Climate Change Vulnerability and Sustainability Activities and	Programs: The City currently pro	ovides
nformation for and conducts a variety of programs to address clin community. These programs and activities will be continued, and		
 Energy- or climate change-themed publications and workshops. 	Civic and Cultural Services	Mid-Term

Action Item	Work Group Lead	Timing	
+ Energy audits for residents.	Community Development	Mid-Term	
 Urban Heat Island analysis that integrates into the Urban Forestry Plan and identifies priority projects within the City that will mitigate the effects of future extreme heat events. 	Community Development	Short-Term	
 Information for the community regarding the benefits of solid waste diversion, recycling, and composting, and programs that make it easy for all people in Rancho Cucamonga to work toward and achieve City waste reduction objectives. 	Community Development	Short-Term	
Hazards-Related Plan Integration and Updates: The City currently maintains and updates a variety of plans, programs and activities that address the risks associated with natural and human-caused hazards throughout the City. These plans, programs and activities are regularly used and require ongoing maintenance and periodic update to ensure compliance with local, state, and Federal requirements. To ensure greater consistency amongst these plans and incorporate the most up to date information, future updates should accomplish the following:			
 Updates to the EOP, Safety Element, and CWPP, should occur concurrent with the LHMP update every five years. 	Public Safety	Mid-Term	
 Maintain consistency between the Safety Element, LHMP, EOP, CWPP, and Capital Improvements Program. 	Public Safety	Mid-Term	
 Plan updates should incorporate climate change data and information documented by staff during subsequent hazard events that occur within the City. 	Public Safety	Ongoing	
 Maintain an emergency evacuation plan that is proactive, integrates data-driven approach and core community values, and plans for all residents equitably. 	Public Safety	Ongoing	
Emergency Preparedness Programs: The City currently conducts trainings and educational awareness to staff, citizens, and businesses. To ensure increased preparedness and resilience future opportunities to expand these activities should investigate:			
 Continue to promote "Ready, Set, Go" and Firewise Community programs for existing and new developments within the WUIFA to educate residents about wildfire prevention and preparedness. 	Public Safety	Ongoing	
 Implement a training program to improve staff understanding of how vulnerable community members, including senior citizens, low-income persons, and persons with disabilities, may be impacted by changing climatic conditions. 	Civic and Cultural Services	Ongoing	
 Disseminate information on dam inundation areas within the City that could be impacted by a dam breach event. 	Civic and Cultural Services	Ongoing	
 Identify key locations within the City for community-oriented backup power locations to serve vulnerable populations disproportionately affected by hazard events that affect electrical infrastructure. 	Civic and Cultural Services	Short-Term	

	Action Item	Work Group Lead	Timing
+	Conduct annual staff trainings on the Emergency Operations Plan (EOP) and Annexes to ensure staff can effectively respond to emergency situations.	Public Safety	Ongoing
+	Develop or update strategic plans for public safety that identify strategies for staffing, training, service delivery, and critical infrastructure needs to enhance City services. These updates should identify potential improvements for professional standards and operational readiness	Public Safety	Ongoing
+	Expand and enhance the Ready RC program to better meet future community issues and challenges. Increase and expand the delivery of Ready RC programs and materials to the community to increase preparedness and resilience.	Public Safety	Short-Term
+	Expand and enhance the strategy for post-disaster recovery that focuses on community resilience and sustainability.	Public Safety	Short-Term
+	Develop a cooling and heating plan to offset the health effects of severe weather on lower income communities.	Administrative Services	Ongoing

RULES & COORDINATION

These are measures that would amend or update the City's ordinances, codes, design guidelines, and other rules and requirements.

TABLE WP-4 RULES & COORDINATION

Action Item	Work Group Lead	Timing
Municipal Code and Ordinance Updates: The following updates and amendments to the City's Development Code, Subdivision Ordinance, and other sections of the Municipal Code will ensure compliance with local, state, and Federal requirements, consistency with the General Plan, and incorporation of the most up to date information as follows:		
 Update the Development Code to incorporate form-based standards for the focus areas of the General Plan. 	Community Development	Short-Term
 Develop design criteria and flexibility in standards to avoid impacts to cultural, geographic, and natural resources, and to provide a variety of development types. 	Community Development	Short-Term
 Update the Development Code to incorporate development standards for new development to be pedestrian-friendly, promote safety, have access to transit facilities where feasible, allow shared parking and encourage "park-once" strategies in mixed use environments. 	Community Development	Short-Term
 Develop standards to require all new developments and redevelopments provide at least two access roads that can be used for evacuation purposes. 	Community Development	Short-Term

Action Item	Work Group Lead	Timing	
 Implement site planning measures in conjunction with the designation of significant views to enhance the visual environment. 	Community Development	Short-Term	
 Update the subdivision ordinance to incorporate standards to implement policies on wildfire safety, pedestrian access, preservation of natural grade, and allow for a variety of parcel sizes. 	Community Development	Short-Term	
 Consider expanding the Transfer of Development Rights ordinance to reduce development in high risk hazard areas and to allow for the protection of historic buildings and landscape, cultural resources. 	Community Development	Short-Term	
 Update requirements in the Municipal Code to mitigate impacts associated with high wind conditions. 	Community Development	Short-Term	
 Modify the condominium conversion ordinance to address the potential for displacement of affordable housing during the conversion of existing multi-family rental properties to condominiums. 	Community Development	Short-Term	
 Develop measures to preserve and enhance important public views along north-south roadways, open space corridors, and at other key locations where there are significant views of scenic resources. 	Community Development	Short-Term	
 Allow outdoor dining spaces within existing parking areas to facilitate improved pedestrian connectivity, activate building fronts, and provide public gathering spaces. 	Community Development	Short-Term	
 Include large site standards to 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. 	Community Development	Short-Term	
Transit-Related Regional Coordination: The City currently coordinates and works with regional partners to improve transit for the community and the region. The City will continue to work in concert with regional partners on the following:			
 Development of High-Speed Rail to Las Vegas through Rancho Cucamonga 	Community Development	Short-Term	
+ Implementation of the Cucamonga Station Specific Plan.	Community Development	Short-Term	
+ Support a future transit study to connect Rancho Cucamonga with Ontario, Eastvale, and Corona.	Community Development	Mid-Term	
+ Support a proposed Tunnel to LA/Ontario Airport.	Community Development	Short-Term	
 Bus Rapid Transit Connection projects along Foothill Boulevard and Haven Avenue. 	Community Development	Short-Term	

	Action Item	Work Group Lead	Timing
+	Consult with Caltrans, SCAG's Connect SoCal RTP/SCS, SBCTA's Nexus Study and Congestion Management Plan, Omnitrans, San Bernardino County, the South Coast Air Quality Management District, and neighboring cities in support of a consistent and comprehensive regional transportation system.	Community Development	Ongoing
Мс	bility and Access Standards and Regulations: The following up	odates and amendments to trar	nsportation-
rel	ated standards and requirements will ensure compliance with lo	cal, state, and Federal requirem	ents,
со	nsistency with the General Plan, and incorporation of the most u	p to date information as follows:	
+	Develop and maintain a list of locations within the City where LOS E or LOS F are acceptable on auto-priority streets where, due to right-of-way limitations or physical constraints, roadway improvements are not appropriate.	Community Development	Short-Term
+	Revise Engineering Design standards to include Complete streets design elements.	Community Development	Short-Term
+	Identify the major arterial streets along new mixed-use corridors and consider developing street sections that are unique to each corridor.	Community Development	Short-Term
+	Continue to review and implement the City of Rancho Cucamonga VMT thresholds and screening criteria to reflect the updated VMT analysis and utilize transportation impact study guidelines for VMT analysis when analyzing proposed new projects in the City.	Community Development	Short-Term
+	Complete and maintain the citywide Active Transportation Plan.	Community Development	Short-Term
+	Maintain a current truck route map on the City's website, and a truck route signage system that identifies key goods movement corridors and ensures goods movement needs are adequately served while reducing impacts to other uses.	Community Development	Ongoing
+	Establish restrictions on vehicle weight limit near sensitive land uses such as schools and residential areas to discourage cut-through truck traffic.	Community Development	Mid-Term
+	Work with technological providers to ensure equitable treatment of all users by the ride hailing and Transportation Network Companies (TNC) services, easier options to use the services for all users, a diverse dataset in Audiovisual (AV) technology that correctly recognizes people of color, etc.	Community Development	Mid-Term
+	Modify the roadway design standards to include innovative and energy saving alternatives such as traffic circles, round abouts, and similar designs.	Community Development	Short-Term

Action Item	Work Group Lead	Timing	
Shared Parking District: Investigate and consider a Shared			
Parking District to facilitate parking sharing arrangements to enable more and higher quality active uses without devoting excessive and important land areas and budgets to parking facilities.	Community Development	Short-Term	
Climate Action Plan (CAP): Implement and update the Climate			
Action Plan (CAP) goals, strategies, and measures to reduce community-wide and municipal GHG emission reductions in the categories of zero emission and clean fuels, efficient and carbon free buildings, renewable energy and zero carbon electricity, carbon sequestration, local food supply, efficient water use, waste reductions, and sustainable transportation.	Community Development	Ongoing	
Community Noise: Update the noise ordinance to recognize that a single noise standard is not appropriate in a city with compact urban spaces and rural neighborhoods. Adoption and operation of the revised noise ordinance should include:			
 CEQA thresholds that consider lower noise levels in rural neighborhoods, as well as active urban areas where ambient noise levels may be allowed to be higher. 	Community Development	Short-Term	
 Adopt noise and vibration standards that differentiate between good noise associated with community and bad noise associated with sleep disturbance and unreasonable impacts to neighborhoods. 	Community Development	Short-Term	
 Construction noise thresholds and procedures to include adjacent neighborhoods in the discussion of noise attenuation for construction. 	Community Development	Short-Term	
 Regularly take community noise measurements and make the measurements available to the public. 	Community Development	Short-Term	
 Air Quality-Related Measures and Regional Coordination: Improvise it affects all residents. Much of the air quality impact is associated we often located near lower income neighborhoods. This makes improved uty issue. To address these issues the City will: Develop guidelines to avoid locating new development with sensitive receptors within 500 feet of a freeway or high volume roadway. If avoidance is not feasible, development 	vith heavy trucks and industrial	uses that are	
with sensitive receptors may be located within 500 feet of a major roadway only if the applicant first prepares a project- specific health risk assessment (HRA) addressing potential health risks to sensitive receptors from exposure to toxic air	Community Development	Short-Term	

contaminant (TAC) emissions. The HRA shall be conducted in accordance with guidance and approval from SCAQMD. Feasible measures shall be implemented to reduce health risks from TAC exposure to levels determined by the HRA.

	Action Item	Work Group Lead	Timing	
+	Develop and maintain a standard list of development conditions that would reduce health risk impacts, such as toxic air contaminant (TAC) emissions, when siting new sensitive receptors within 1,000 feet of a major roadway.	Community Development	Short-Term	
+	Amend Municipal Code to require new development that exceeds applicable air quality thresholds to notify nearby residents and business of potential pollutants; consult with the air quality management district, incorporate feasible best management practices for substantially reducing or avoiding air pollutant emissions during construction and operational phases.	Community Development	Short-Term	
+	Update development code to require applicants to install air filters with a Minimum Efficiency Reporting Value (MERV) of 13, or greater (as defined by ASHRAE standard 52.2 or Newer) in all buildings proposed for sensitive uses (e.g., residences, schools, offices, medical facilities).	Community Development	Short-Term	
+	Ensure dust control provisions in the City's Development Code meet SCAQMD standards as they are updated.	Community Development	Short-Term	
+	Coordinate air quality improvement activities with those of neighboring local governments and other agencies, including the Southern California Association of Governments (SCAG), San Bernardino Council of Governments (SBCOG), and SCAQMD to maximize the potential local and regional air quality benefits of City activities.	Community Development	Ongoing	
+	Collaborate with SCAQMD to review and provide input on regional air quality plans and to identify and implement best management practices to meet and maintain State and Federal ambient air quality standards.	Community Development	Ongoing	
+	Support programs and investments that increase ridesharing, reduce pollutants generated by vehicle use, and meet the transportation control measures recommended by SCAQMD in the adopted Clean Air Plan.	Civic and Cultural Services	Ongoing	
dist resp	Resiliency-Related Regional Coordination: The City currently coordinates with neighboring cities, special districts, and the County to address regional issues and collaborate on resilience, hazard mitigation, and disaster response strategies and programs. To ensure future coordination meets community needs, the City should expand the following activities:			
+	Periodically coordinate and review operations and response plans for any dams that have the potential to inundate portions of Rancho Cucamonga.	Public Safety	Ongoing	
+	Promote the strengthening of infrastructure owned and operated by other agencies/entities within the City.	Public Safety	Ongoing	

Action Item	Work Group Lead	Timing	
 Partner with utility providers, water purveyors, and other public agencies to reduce wildland vegetation fuels. 	Public Safety	Ongoing	
 Work with water purveyors to ensure adequate water supply, long term maintenance, anticipated future supplies, and fire flow is provided throughout the City. 	Public Safety	Ongoing	
 Coordinate with Southern California Edison on electrical infrastructure that may be impacted by wildfires and/or Public Safety Power Shutoff events. 	Public Safety	Ongoing	
Hazards-Related Standards and Regulations: The following updates and amendments to risk reduction and hazards mitigation-related standards and requirements will ensure compliance with local, state, and Federal requirements, consistency with the General Plan, and incorporation of the most up to date information:			
 Adopt design standards that ensure new development provides adequate public safety and blends with natural surroundings to protect development and open space areas from fire hazards. 	Community Development	Short-Term	
 Enact a geologic disaster recovery ordinance for use following severe winter storms that cause extensive landslide or erosion damage. 	Community Development	Short-Term	
 Determine the viability of requiring enhanced building standards for new developments, redevelopments, and major remodels to ensure building functionality after a seismic event. 	Community Development	Short-Term	
WUIFA Requirements: The City's WUIFA currently regulates all pro			
 Regulations. To ensure continued compliance and reduce future vu Require brush clearance activities on private properties within the WUIFA prior to the start of the fire season. 	Fire	ongoing	
 Update the municipal code to require annual brush clearance and vegetation management on all public and private roadways within the WUIFA. 	Fire	Ongoing	
 Periodically review and update WUIFA appropriate landscaping options and make available to the public. 	Fire	Ongoing	
 Periodically review and adopt the latest codes adopted by the Building Standards Commission to address wildfire. 	Fire	Ongoing	
 Develop an existing non-conforming uses risk reduction program that identifies compliance gaps within the WUIFA and ensures properties are brought up to code in a timely manner. 	Fire	Short-Term	

Action Item	Work Group Lead	Timing	
Urban Forestry Plan: Prepare an Urban Forestry Master Plan that achieves the following:			
+ Provides information on proper tree pruning practices to the public.	Public Works	Short-Term	
 Incorporates the management and enhancement of native trees 	Public Works	Short-Term	
 Minimizes damage associated with wind- and fire-related hazards and risks and address climate change and urban heat island effects 	Public Works	Short-Term	
 Manages the removal and replacement of trees that are diseased, damaged, or considered vulnerable to high wind and/or wildfire conditions. 	Public Works	Short-Term	
+ Provides landscaping recommendations and requirements for new developments, redevelopment, and major remodels.	Public Works	Short-Term	
+ Reflects the results of the Urban Heat Island Analysis.	Public Works	Short-Term	

FOCUS AREA IMPLEMENTATION

These measures are actions to implement the policies and strategic recommendations of the Focus Areas. These actions should be coordinated with private investment for near-term improvement to help "jump-start" overall implementation of the General Plan.

TABLE WP-5 FOCUS AREA IMPLEMENTATION

Action Item	Work Group Lead	Timing
Street Connectivity: Facilitate new street connections and intersections for the following as development/ redevelopment occurs.		
 Extend Civic Center Drive to the west, bridging over the Deer Creek Channel and connecting north to Foothill Boulevard and west to Hermosa Avenue via Devon Street. 	Community Development	Mid-Term
 Create a new signalized crossing of Foothill to connect directly into Terra Vista Town Center, which may in the future also be updated to a mixed-use center environment. 	Community Development	Short-Term
 Realign Red Hill Country Club Drive to create a safer and more functional intersection with Foothill Boulevard. Extend Red Hill Country Club Drive southward to a small new park at San Bernardino Road. 	Community Development	Short-Term
 Extend Roberds Street—and possibly create a new north- south street parallel to and east of Amethyst Avenue— to provide improved connection between the historic retail businesses and the newer shopping centers and opportunities for infill housing in the Town Center. 	Community Development	Short-Term

Action Item	Work Group Lead	Timing
 Facilitate the development of new and enhanced connections from the Southeast Area to other parts of the city to provide additional north-south and east-west capacity. 	Community Development	Mid-Term
 Complete Wilson Avenue and create a network of new neighborhood streets to improve and distribute traffic in the Etiwanda Town Center area. 	Community Development	Mid-Term
 Extend 7th Street, 9thh Street, and Feron Boulevard to create a more complete street network that improves connectivity and access to and from the Cucamonga Town Center to neighboring destinations. 	Community Development	Long-Term
Parks Master Plan: Prepare a Parks Master Plan to plan for new operators approximately a second se	en space and trail network in th	e Focus Areas
 that considers opportunities as follows: Create a small neighborhood green on vacant land at the junction of the 8th Street Trail and Archibald Avenue and allow it to be fronted by housing. 	Community Development and Public Works	Short-Term
 Create a new neighborhood park at Roberds Street and Base Line Road to accommodate a variety of community activities. 	Community Development and Public Works	Short-Term
 Create a community park at the intersection of the Pacific Electric Trail and Amethyst Avenue. 	Community Development and Public Works	Short-Term
 Provide new trailhead connections to the Deer Creek Corridor both south and north of Foothill Boulevard – to provide trail access between the Civic Center area and neighborhoods to the north and south, and to connect to the Pacific Electric Trail. 	Community Development and Public Works	Short-Term
 Expand the trail network by creating a new multipurpose trail in the historic 8th Street right-of-way adjacent to the planned High Speed Rail line. 	Community Development and Public Works	Short-Term
 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. Visually enhance the existing bridge to be a more appropriate "gateway statement" for the city. 	Community Development and Public Works	Short-Term
 Coordinate with Southern California Edison and the San Bernardino County Flood Control district to improve the large open spaces along Day Creek Channel as a usable recreational open space and a multipurpose trail. 	Community Development and Public Works	Short-Term
Shopping Center Improvements and Infill: Facilitate improvements and infill to existing shopping centers to improve and activate the shopping centers with temporary tactical or permanent enhancements within existing parking lots and along existing building frontages.	Community Development	Ongoing

Action Item	Work Group Lead	Timing
Public/Private Partnerships: Manage improvements in the Cucamonga Town Center area 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.	Community Development	Short-Term
Historic Preservation: Preserve historic Route 66 establishments, including the Sycamore Inn, Magic Lamp, and Red Hill Cafe, and enhance their streetfronts with improvements to Foothill Boulevard.	Community Development	Mid-Term

STANDARD CONDITIONS OF APPROVAL

The following standard conditions of approval address environmental issues associated with development identified in the General Plan EIR. While the conditions may not apply in all instances, or to all projects, the intent of this standardized list is to provide a starting point for project evaluation by the City Staff. This standardized list is organized and numbered (shown in **bold** text) consistent with the organization of the EIR. The City will regularly revise this list to stay current with industry practices.

Aesthetics

- 5.1-1: A detailed on-site lighting plan, including a photometric diagram, shall be submitted by project applicants and reviewed and approved by the Planning Director and Police Department prior to the issuance of building permits. Such plan shall indicate style, illumination, location, height, and method of shielding so as not to adversely affect adjacent properties.
- 5.1-2: Solar access easements shall be dedicated for the purpose of assuming that each lot or dwelling unit shall have the right to receive sunlight across adjacent lots or units for use of a solar energy system. The easements may be contained in a Declaration of Restrictions for the subdivision which shall be recorded concurrently with the recordation of the final map or issuance of permits, whichever comes first. The easements shall prohibit the casting of shadows by vegetation, structures, fixtures, or any other object, except for utility wires and similar objects, pursuant to Development Code Section 17.08.060-G-2.

Agriculture and Forestry Resources

There are no existing regulations that reduce impacts on agricultural and forestry resources.

Air Quality

- **5.3-1:** The City shall ensure that discretionary development will incorporate best management practices (BMPs) to reduce emissions to be less than applicable thresholds. These BMPs include but are not limited to the most recent South Coast AQMD recommendations for construction BMPs (per South Coast AQMD's CEQA Air Quality Handbook, South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2016 AQMP, and SCAG's Mitigation Monitoring and Reporting Plan for the 2020-2045 RTP/SCS, or as otherwise identified by South Coast AQMD).
- + 5.3-2: Applicants for future discretionary development projects that would generate construction-related emissions that exceed applicable thresholds, will include, but are not limited to, the mitigation measures recommended by South Coast AQMD (in its CEQA Air Quality Handbook or otherwise), to the extent feasible and applicable to the project. The types of measures shall include but are not limited to: maintaining equipment per manufacturer specifications; lengthening construction duration to minimize number of vehicle and equipment operating at the same time; requiring use of construction equipment rated by the EPA as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emissions limits, applicable for engines between 50 and 750 horsepower; and using electric-powered or other alternative-fueled equipment in place of diesel-powered equipment (whenever feasible). Tier 3 equipment can achieve average emissions reductions of 57 percent for NOx, 84 percent for VOC, and 50 percent for particulate matter compared to Tier 1 equipment. Tier 4 equipment can achieve average emissions reductions of 71 percent for NOx, 86 percent for VOC, and 96 percent for particulate matter compared to Tier 1 equipment.
- 5.3-3: The City shall ensure that discretionary development that will generate fugitive dust emissions during construction activities will, to the extent feasible, incorporate BMPs that exceed South Coast AQMD's Rule 403 requirements to reduce emissions to be less than applicable thresholds.
- 5.3-4: Applicants for future discretionary development projects which will generate construction-related fugitive dust emissions that exceed applicable thresholds will include, but are not limited to, the mitigation measures recommended by South Coast AQMD's CEQA Air Quality Handbook, to the extent feasible and applicable:

- The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excess amounts of dust.
- Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of watering (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities. This measure can achieve PM10 reductions of 61 percent through application of water every three hours to disturbed areas.
- Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:
 - All trucks shall be required to cover their loads as required by California Vehicle Section 23114. Covering loads and maintaining a freeboard height of 12 inches can reduce PM10 emissions by 91 percent.
 - All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. Application of water every three hours to disturbed areas can reduce PM10 emissions by 61 percent.
- Graded and/or excavated inactive areas of the construction site shall be monitored at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentallysafe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust. Replacement of ground cover in disturbed areas can reduce PM10 emissions by 5 percent.
- Signs shall be posted on-site limiting traffic to 15 miles per hour or less. This measure can reduce associated PM10 emissions by 57 percent.
- During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth-moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard off-site

or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with South Coast AQMD when winds are excessive.

- Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
- Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.

Biological Resources

- + 5.4-1: Special status plant and wildlife species have the potential to occur within the proposed General Plan Update Study Area. Any project that involves the removal of habitat must consider if any special status species (e.g., Threatened or Endangered species, CNPS List 1B and 2 plants, or species protected under Section 15380 of CEQA) are potentially present on the project site and if the project impacts could be considered significant by the City. If potential habitat is present in an area, focused surveys shall be conducted prior to construction activities in order to document the presence or absence of a species on the project site. Botanical surveys shall be conducted during the appropriate blooming period for a species. If no special status species are found on the project site, no additional action is warranted. If special status species are found, appropriate mitigation would be required in coordination with the City, consistent with its performance criteria of mitigating lost habitat at a ratio no less than one to one (one acre restored for every acre impacted).
- + **5.4-2:** Any project within the proposed General Plan Update Study Area that impacts a Federally listed species, based on a biological survey or other analysis of the project, shall be required to secure take authorization through Section 7 or Section 10 of the Federal Endangered Species Act (FESA) prior to project implementation. Compensation for impacts to the listed species and their habitat shall be mitigated at a ratio no less than one to one (one acre restored for every acre impacted). Project applicants shall be required to plan, implement, monitor, and maintain the mitigated habitat according to the requirements of the Biological Opinion (Section 7) or Habitat Conservation Plan (Section 10) for the project. Prior to issuance of the first action and/or permit which would allow for site disturbance (e.g., grading permit), a detailed mitigation plan shall be prepared by a qualified biologist for approval by the City of Rancho Cucamonga and the USFWS, and shall include: (1) the responsibilities and qualifications of the personnel to implement and supervise the plan; (2) site selection; (3) site preparation and planting implementation; (4) a schedule; (5)

maintenance plan/guidelines; (6) a monitoring plan; and (7) long-term preservation requirements.

- + 5.4-3: Any project within the proposed General Plan Update Study Area that impacts a State-listed Threatened or Endangered species shall be required to obtain take authorization (through an Incidental Take Permit) pursuant to the California Endangered Species Act (CESA) and Section 2081 of the California Fish and Game Code. If the species is also listed under the FESA, a consistency finding per Section 2080.1 of CESA is issued when a project receives the USFWS Biological Opinion. Compensation for impacts to the listed species and their habitat shall be mitigated at a ratio no less than one to one (one acre restored for every acre impacted). Project applicants shall be required to plan, implement, monitor, and maintain the mitigated habitat according to the requirements of the 2080 CESA process. Prior to issuance of the first action and/or permit which would allow for site disturbance (e.g., grading permit), a detailed mitigation plan shall be prepared by a qualified biologist for approval by the City of Rancho Cucamonga and the California Department of Fish and Wildlife and shall include: (1) the responsibilities and qualifications of the personnel to implement and supervise the plan; (2) site selection; (3) site preparation and planting implementation; (4) a schedule; (5) a maintenance plan/guidelines; (6) a monitoring plan; and (7) long-term preservation requirements.
- 5.4-4: To avoid conflicts with the Migratory Bird Treaty Act and Bald/Golden Eagle Protection Act, construction activities involving vegetation removal shall be conducted between September 16 and March 14. If construction occurs inside the peak nesting season (between March 15 and September 15), a preconstruction survey (or possibly multiple surveys) by a qualified biologist is recommended prior to construction activities to identify any active nesting locations. If the biologist does not find any active nests within the project site, the construction work shall be allowed to proceed. If the biologist finds an active nest within the project site and determines that the nest may be impacted, the biologist shall delineate an appropriate buffer zone around the nest; the size of the buffer zone shall depend on the affected species and the type of construction activity. Any active nests observed during the survey shall be mapped on an aerial photograph. Only construction activities (if any) that have been approved by a biological monitor shall take place within the buffer zone until the nest is vacated. The biologist shall serve as a construction monitor when construction activities take place near active nest areas to ensure that no inadvertent impacts on these nests occur. Results of the preconstruction survey and any subsequent monitoring shall be provided to the California Department of Fish and Wildlife and the City.
- + **5.4-5:** A jurisdictional delineation shall be conducted if a project will impact jurisdictional resources. Permits from the U.S. Army

Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB) shall be required for impacts on areas within these agencies' jurisdiction. Acquisition and implementation of the permits may require mitigation. Compensation for impacts to jurisdictional resources shall be mitigated at a ratio no less than one to one (one acre restored for every acre impacted). Project applicants shall be required to plan, implement, monitor, and maintain the mitigated jurisdictional resource according to the requirements of USACE and RWQCB. Prior to issuance of the first action and/or permit that would allow for site disturbance (e.g., grading permit), a detailed mitigation plan shall be prepared by a qualified biologist for approval by the City of Rancho Cucamonga and the appropriate resource agencies, and shall include: (1) the responsibilities and qualifications of the personnel to implement and supervise the plan; (2) site selection; (3) site preparation and planting implementation; (4) a schedule; (5) maintenance plan/ guidelines; (6) a monitoring plan; and (7) long-term preservation requirements.

+ 5.4-6: The Porter-Cologne Act and Sections 1600 to 1616 of the California Fish and Game Code protect "waters of the State." Agreements (Streambed Alteration Agreements) from the California Department of Fish and Wildlife (CDFW) shall be required for impacts on areas in CDFW's jurisdiction. Acquisition and implementation of the agreement may require mitigation. Compensation for impacts to CDFW resources shall be mitigated at a ratio no less than one to one (one acre restored for every acre impacted). Project applicants shall be required to plan, implement, monitor, and maintain the mitigation areas according to CDFW requirements. Prior to issuance of the first action and/or permit which would allow for site disturbance (e.g., grading permit), a detailed mitigation plan shall be prepared by a qualified biologist for approval by the City of Rancho Cucamonga and CDFW, and shall include: (1) the responsibilities and qualifications of the personnel to implement and supervise the plan; (2) site selection; (3) site preparation and planting implementation; (4) a schedule; (5) maintenance plan/guidelines; (6) a monitoring plan; and (7) long-term preservation requirements.

- **5.4-7:** The City of Rancho Cucamonga shall require a habitat connectivity/wildlife corridor evaluation for future development projects that may impact existing connectivity areas and wildlife linkages identified in Figure 5.4-6, Wildlife Movement Linkages Map. The results of the evaluation shall be incorporated into the project's biological report required under standard condition of approval 5.4-1. The evaluation shall also identify project design features that would reduce potential impacts and maintain habitat and wildlife movement. To this end, the City shall incorporate the following measures, to the extent practicable, for projects impacting wildlife movement corridors:
 - · Adhere to low density zoning standards

- Encourage clustering of development
- Avoid known sensitive biological resources
- · Provide shielded lighting adjacent to sensitive habitat areas
- Encourage development plans that maximize wildlife movement
- Provide buffers between development and wetland/riparian areas
- Protect wetland/riparian areas through regulatory agency
 permitting process
- Encourage wildlife-passable fence designs (e.g., 3-strand barbless wire fence) on property boundaries
- Encourage preservation of native habitat on the undeveloped remainder of developed parcels
- Minimize road/driveway development to help prevent loss of habitat due to roadkill and habitat loss
- Use native, drought-resistant plant species in landscape design
- Encourage participation in local/regional recreational trail design
 efforts

Cultural Resources

- **5.5-1:** If a future project pursuant to the General Plan Update contains a designated Historical Landmark, the site shall be developed and maintained in accordance with the applicable Historic Landmark Alteration Permit. Any further modifications to the site including, but not limited to, exterior alterations and/or interior alterations which affect the exterior of the buildings or structures, removal of landmark trees, demolition, relocation, reconstruction of buildings or structures, or changes to the site, shall require a modification to the Certificate of Appropriateness subject to Historic Preservation Commission review and approval.
- **5.5-2:** If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.
- **5.5-3:** If a building within the project area was constructed more than 50 years ago, the City will require a determination of whether the building, or site, could be considered historic. If the project is considered historic Chapter 17.18 Historic Preservation will apply.
- 5.5-4: Prior to any construction activities that may affect historical resources (i.e., structures 45 years or older), a historical resources assessment shall be performed by an architectural historian or historian who meets the Secretary of the Interior's Professionally Qualified

Standards in architectural history or history. This shall include a records search to determine if any resources that may be potentially affected by the project have been previously recorded, evaluated, and/ or designated in the National Register of Historic Places, California Register of Historic Resources, or a local register. Following the records search, the qualified architectural historian shall conduct a reconnaissance-level and/or intensive-level survey in accordance with the California Office of Historic Preservation guidelines to identify any previously unrecorded potential historical resources that may be potentially affected by the proposed project. Pursuant to the definition of a historical resource under CEQA, potential historical resources shall be evaluated under a developed historic context.

- **5.5-5:** To ensure that projects requiring the relocation, rehabilitation, or alternation of a historical resource not impact its significant, the Secretary of Interior's Standards for the Treatments of Historic Properties shall be used to the maximum extent possible. The application of the standards shall be overseen by a qualified architectural historian or historic architect meeting the Professionally Qualified Standards. Prior to any construction activities that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be provided to the City of Rancho Cucamonga.
- + 5.5-6: If a proposed project would result in the demolition or significant alteration of historical resource, it cannot be mitigated to a less than significant level. However, recordation of the resource prior to construction activities will assist in reducing adverse impacts to the resource to the greatest extent possible. Recordation shall take the form of Historic American Buildings Survey, Historic American Engineering Record, or Historic American Landscape Survey documentation, and shall be performed by an architectural historian or historian who meets the Professionally Qualified Standards. Documentation shall include an architectural and historical narrative; medium- or large-format black and white photographs, negatives, and prints; and supplementary information such as building plans and elevations, and/or historical photographs. Documentation shall be reproduced on archival paper and placed in appropriate local, state, or federal institutions. The specific scope and details of documentation would be developed at the project level.
- + 5.5-7: If cultural resources that are eligible for listing to the National Register of Historic Places, California Register of Historic Resources, or a local register are identified within or adjacent to the proposed development, the construction limits shall be clearly flagged to ensure impacts to eligible cultural resources are avoided or minimized to the extent feasible. Prior to implementing construction activities, a qualified archaeologist shall verify that the flagging clearly delineates

the construction limits and eligible resources to be avoided. Since the location of some eligible cultural resources is confidential, these resources will be flagged as environmentally sensitive areas.

- **5.5-8:** To determine the archaeological sensitivity for discretionary projects within the city, an archaeological resources assessment shall be performed under the supervision of an archaeologist that meets the Secretary of the Interior's Professionally Qualified Standards (PQS) in either prehistoric or historic archaeology. The assessments shall include a California Historical Resources Information System (CHRIS) records search and a search of the Sacred Lands File (SLF) maintained by the Native American Heritage Commission (NAHC). The records searches shall determine if the proposed project has been previously surveyed for archaeological resources, identify and characterize the results of previous cultural resource surveys, and disclose any cultural resources that have been recorded and/or evaluated. A Phase I pedestrian survey shall be undertaken in areas that are undeveloped to locate any surface cultural materials.
 - If potentially significant archaeological resources are identified through an archaeological resources assessment, and impacts to these resource cannot be avoided, a Phase II Testing and Evaluation investigation shall be performed by an archaeologist who meets the PQS prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and site avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. These might include a Phase III data recovery program that would be implemented by a qualified archaeologist and shall be performed in accordance with the Office of Historic Preservation's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format (1990) and Guidelines for Archaeological Research Designs (1991).
 - If the archaeological assessment did not identify potentially significant archaeological resources within the proposed General Plan area but indicated the area to be highly sensitive for archaeological resources, a qualified archaeologist shall monitor all ground-disturbing construction and pre-construction activities in areas with previously undisturbed soil. The archaeologist shall inform all construction personnel prior to construction activities of the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial onsite safety meeting, and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during ground-disturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the

resources are evaluated for significance by an archaeologist who meets the PQS. If the discovery proves to be significant, it shall be curated with a recognized scientific or educational repository.

 If the archaeological assessment did not identify potentially significant archaeological resources, but indicates the area to be of medium sensitivity for archaeological resources, an archaeologist who meets the PQS shall be retained on an on-call basis. The archaeologist shall inform all construction personnel prior to construction activities about the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial on-site safety meeting, and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during grounddisturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the on-call archaeologist is contacted. If the discovery proves to be significant, it shall be curated with a recognized scientific or education repository.

Energy

There are no standard conditions of approval that reduce energy consumption.

Geology and Soils

- 5.7-1: Development of projects pursuant to the General Plan Update shall comply with the City's modifications to the Alquist-Priolo Earthquake Fault Zone Act that call for geotechnical investigations for all proposed structures designed for human occupancy within the expanded AP Zones, including a zone along a splay of the Cucamonga Fault and another zone along the scarp at Red Hill. Also, geotechnical investigations are required for essential and critical facilities along the buried/uncertain segment of the Red Hill Fault, with a setback requirement of at least 50 feet.
- 5.7-2: All future building pads shall be seeded and irrigated for erosion control. Detailed plans shall be included in the landscape and irrigation plans to be submitted for Planning Department approval prior to the issuance of building permits.
- 5.7-3: A geological report shall be prepared for an individual project by a qualified engineer or geologist and submitted at the time of application for grading plan check.
- **5.7-4:** The final grading plan, appropriate certifications and compaction reports shall be completed, submitted, and approved by the Building and Safety Official prior to the issuance of building permits.

- 5.7-5: A separate grading plan check submittal is required for all new construction projects and for existing buildings where improvements being proposed will generate 50 cubic yards or more of combined cut and fill. The grading plan shall be prepared, stamped, and signed by a California registered Civil Engineer.
- **5.7-6:** A soils report shall be prepared by a qualified engineer licensed by the State of California to perform such work.
- 5.7-7: If any paleontological resource (i.e. plant or animal fossils) are encountered before or during grading, the developer shall retain a qualified paleontologist to monitor construction activities, and take appropriate measures to protect or preserve them for study. The paleontologist shall submit a report of findings that will also provide specific recommendations regarding further mitigation measures (i.e., paleontological monitoring) that may be appropriate. Where mitigation monitoring is appropriate, the program must include, but not be limited to, the following measures:
 - Assign a paleontological monitor, trained, and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities.
 - Should fossils be found within an area being cleared or graded, divert earth-disturbing activities elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor should immediately divert construction and notify the monitor of the find.
 - Prepare, identify, and curate all recovered fossils for documentation in the summary report and transfer to an appropriate depository (i.e., San Bernardino County Museum).
 - Submit summary report to City of Rancho Cucamonga. Transfer collected specimens with a copy to the report to San Bernardino County Museum.

Greenhouse Gas Emissions

There are no standard conditions of approval that reduce greenhouse gas emissions.

Hazards and Hazardous Materials

5.9-1: Future development shall prepare a Fire Protection Plan that includes measures consistent with the unique problems resulting from the location, topography, geology, flammable vegetation, and climate of the proposed development site. The Plan must also address water supply, access, building ignition fire resistance, fire protection systems and equipment, defensible space, and vegetation management. Maintenance requirements for incinerators, outdoor fireplaces, permanent barbeques and grills, and firebreak fuel modification areas are imposed on new developments.

Hydrology and Water Quality

- **5.10-1:** A final drainage study shall be submitted to and approved by the City Engineer prior to final map approval or the issuance of building permits, whichever occurs first. All drainage facilities shall be installed as required by the City Engineer.
- + **5.10-2:** Adequate provisions shall be made for acceptance and disposal of surface drainage entering the property from adjacent areas.

Land Use and Planning

There are no standard conditions of approval that reduce land use and planning impacts.

Mineral Resources

There are no standard conditions of approval that reduce mineral resource impacts.

Noise

- + 5.13-1: For construction activities that do not involve pile driving occurring within 580 feet residential, schools, churches, or similar uses or within 330 feet of commercial/industrial uses or for construction activities involving pile driving occurring within 1,000 feet of residential, schools, churches, or similar uses, or within 330 feet of commercial/ industrial uses, or nighttime construction activities, as defined in Development Code Section 17.66.050), the City shall require that project applicants prepare a site-specific construction noise analysis demonstrating compliance with the noise standards of Development Code Section 17.66.050, as determined by the City. The analysis shall be completed prior to project approval and can be completed as part of the environmental review process for projects subject to CEQA. Potential project-specific actions that can feasibly achieve compliance include, but are not limited to, restrictions on construction timing to avoid nighttime hours, restrictions on the location of equipment and vehicle use within the construction site, installing noise mufflers on construction equipment, use of electric-powered vehicles and equipment, use of sound blankets on construction equipment, and the use of temporary walls or noise barriers to block and deflect noise.
- 5.13-2: To avoid or substantially lessen exposure to substantial permanent increases in traffic noise, the City shall, at the time of development application submittal, require the preparation of a traffic noise study that includes (1) the evaluation of potential traffic noise impacts of new noise sources (e.g., project-generated traffic

noise increases) on nearby existing noise sensitive receptors (such as residential neighborhoods) and (2) require noise reduction measures (e.g., sound walls, rubberized asphalt) to prevent exposure of noise sensitive receptors to substantial noise increases, consistent with Table N-1 and incremental increase standards of no greater than 3 dB where existing levels are below 65 dBA CNEL, 1 dB where existing levels are between 70 dBA CNEL and 75 dBA and any increase where existing levels are above 75 dBA CNEL, as determined by the City.

- 5.13-3: The City shall require that project applicants analyze and mitigate potential noise impacts from new stationary noise sources (e.g., loading docks at commercial and industrial uses, mechanical equipment associated with all building types), to, as determined by the City, comply with the City's daytime (7:00 a.m. to 10:00 p.m.) standards of 65 dBA Leg/50 dBA Leg (exterior/interior) and nighttime (10:00 p.m.-7:00 a.m.) standards of 60 dBA Leq/45 dBA Leq (exterior/interior), described in Development Code Section 17.66.050(F). The analysis shall be prepared by a qualified acoustical engineer or noise specialist and completed prior to project approval and can be completed as part of the environmental review process for projects subject to CEQA. Potential project-specific actions that can feasibly achieve compliance include, but are not limited to, the use of enclosures or screening materials (e.g., landscape buffers, parapets, masonry walls) around stationary noise sources (e.g., heating, ventilation, and air conditioning systems, generators, heating boilers, loading docks) or of noise suppression devices (e.g., acoustic louvers, mufflers).
- 5.13-4a: The City shall, at the time of development project application submittal, evaluate the compatibility of proposed noise sensitive uses (e.g., residences, lodging, schools, parks) with the noise environment to ensure noise compatibility standards (Table N-1) are met.
- + 5.13-4b: Applicants for development projects shall, at the time of application submittal, evaluate noise impacts for compliance with noise compatibility standards (Table N-1), and when noise attenuation measures are required, prioritize site planning that reduces noise exposure over other attenuation measures, particularly the location of parking, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise-sensitive land uses.
- **5.13-4c:** Applicants for development projects shall, at the time of application submittal, evaluate noise impacts for compliance with noise compatibility standards (Table N-1), and when noise attenuation measures are required, incorporate building orientation, design, and interior layout into the project to achieve compatible noise levels. For example, noise insulation materials (e.g., double-glazed windows and well-sealed doors) substantially lessen interior noise levels. In addition, interior building layouts that place active rooms, such as kitchens,

between noise-sensitive rooms, such as bedrooms, and exterior noise sources, such as roadways, substantially lessen interior noise levels within the noise-sensitive rooms.

- 5.13-4d: The City shall require that mixed-use development be designed to minimize exposure of noise-sensitive uses from adjacent noise sources and require full disclosure of the potential noise impacts of living in a mixed-use development by requiring residential disclosure notices within deeds and lease agreements as a condition of project approval.
- + 5.13-4e: The City shall review and comment on transportation capital projects and operations sponsored by Caltrans and other agencies to minimize exposure of noise-sensitive uses within the city to adverse levels of transportation-related noise, including noise associated with freeways, major arterials, bus transit, and rail lines.
- + 5.13-5a: For development involving construction activities within 500 feet of existing sensitive land uses (places where people sleep or buildings containing vibration-sensitive uses), the City shall require applicants, at the time of application submittal, to prepare a projectspecific vibration analysis that identifies vibration-reducing measures to ensure the project construction does not exceed applicable vibration criteria (e.g., FTA, Caltrans) for the purpose of preventing disturbance to sensitive land uses and structural damage. The analysis shall include, but is not limited to, the following requirements:
 - Ground vibration-producing activities, such as pile driving, shall be limited to the daytime hours between 7:00 a.m. to 8:00 p.m. on weekdays and prohibited on Sundays and holidays.
 - If pile driving is used, pile holes shall be predrilled to the maximum feasible depth to reduce the number of blows required to seat a pile.
 - Maximize the distance between construction equipment and vibration-sensitive land uses.
 - Earthmoving, blasting and ground-impacting activities shall be prohibited from occurring at the same time if simultaneous activity would result in exceedance of vibration criteria.
 - Where pile driving is proposed, alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, nondisplacement piles, pile cushioning, torque or hydraulic piles) shall be implemented when the project cannot otherwise demonstrate vibration levels in compliance with the structural damage threshold.
 - Minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving) for the purpose of preventing damage to nearby structures shall be established.

Factors to be considered include the specific nature of the vibration producing activity (e.g., type and duration of pile driving), soil conditions, and the fragility/resiliency of the nearby structures. Established setback requirements (100 feet for pile driving, 25 feet for other construction activity) can be revised only if a projectspecific analysis is conducted by a qualified geotechnical engineer or ground vibration specialist that demonstrates, as determined by the City, that the structural damage vibration threshold would not be exceeded.

- Minimum setback requirements for different types of ground vibration producing activities (e.g., pile driving) for the purpose of preventing negative human response shall be established based on the specific nature of the vibration producing activity (e.g., type and duration of pile driving), soil conditions, and the type of sensitive receptor. Established setback requirements (500 for pile driving, 80 for other construction) can be revised only if a project-specific ground vibration study demonstrates, as determined by the City, that receptors would not be exposed to ground vibration levels in excess of negative human response vibration threshold levels, depending on the frequency of the event and receiver type.
- All vibration-inducing activity within the established setback distances for preventing structural damage and negative human response shall be monitored and documented to compare recorded ground vibration noise and vibration noise levels at affected sensitive land uses to the applicable vibration threshold values. The results included recorded vibration data shall be submitted to the City.
- 5.13-5b: For projects proposed within 600 feet of commuter rail/high-speed rail/freight rail, or rail with combined services, the City shall require applicants, at the time of application submittal, to prepare a project-specific vibration analyses to evaluate vibration exposure from nearby transit sources. The vibration assessment shall be prepared by a qualified acoustical engineer or noise specialist in accordance with Federal Transit Administration (FTA) vibration impact criteria, or other applicable City policy in place at the time of project application submittal. The assessment shall determine vibration levels at specific building locations and identify structural mitigation measures (e.g., isolation strip foundations, insulated windows and walls, sound walls or barriers, distance setbacks, or other construction or design measures) that would reduce vibration to acceptable levels for the receptor and source type.
- 5.13-5c: The City shall evaluate new transportation capital projects and operations sponsored by other agencies for structural vibration impacts and vibration annoyance impacts, consistent with City-approved methodologies (e.g., Caltrans, FTA guidance).

Population and Housing

There are no existing regulations that reduce impacts on population and housing.

Public Services

There are no existing regulations that reduce impacts to fire protection services and facilities, police protection services and facilities, school facilities, and library services and facilities.

Recreation

There are no existing regulations that reduce impacts to recreational facilities.

Transportation

- 5.17-1: Future development applications in the City shall be required to provide traffic impact analyses for review and approval by the City during the permit process to identify the traffic impacts of the project and the needed roadway and intersection improvements. Any identified on-site improvements and improvements to abutting roadways would need to be made part of the development. Coupled with the payment of DIF for the improvement of off-site roadways and intersections, traffic impacts would be mitigated on a project-byproject basis.
- 5.17-2: Future developments with 250 employees or more shall comply with the South Coast Air Quality Management District's (SCAQMD's) Rule 2202, which requires the implementation of trip reduction measures as a means of reducing pollutant emission in the air basin. An employer subject to this Rule shall annually register with the SCAQMD to implement an emission reduction program, in accordance with this Rule.
- + **5.17-3:** Individual projects shall provide the following, as determined applicable by City staff:
 - Provide car-sharing, bike sharing, and ride-sharing programs;
 - · Improve or increase access to transit;
 - · Incorporate neighborhood electric vehicle networks into the project;
 - Include project measures to reduce transportation requirements such as work from home and flexible work schedules;
 - Link to existing pedestrian or bicycle networks, or transit service; and/or
 - Provide traffic calming.

Tribal Cultural Resources

- **5.18-1:** Inadvertent Archeological Find. If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).
 - All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find.
 - At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
 - Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
 - Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition.
 - If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archaeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.
 - Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the

Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archaeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.

- 5.18-2: Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:
 - One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Rancho Cucamonga Planning Department:
 - Preservation-In-Place of the cultural resources, if feasible.
 Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
 - Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recording has been completed, with an exception that sacred items, burial goods, and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.
 - If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a San Bernardino County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains,

as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

- + 5.18-3: Archaeologist Retained. Prior to issuance of a grading permit the project applicant shall retain a qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources. The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors. The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition. In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing, and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:
 - Project grading and development scheduling;
 - The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors, and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work

and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;

- The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.
- 5.18-4: Native American Monitoring. Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the requesting Tribe. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.
- **5.18-5:** Archeology Report Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archaeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).
- **5.18-6:** Human Remains. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the San Bernardino County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the San Bernardino County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in

consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

• 5.18-7: Non-Disclosure of Reburial Locations. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

Utilities and Service Systems

There are no existing regulations that reduce impacts to wastewater treatment and collection, water supplies and distribution systems, storm drainage systems, and solid waste facilities.

Wildfire

5.9-1: Future development shall prepare a Fire Protection Plan that includes measures consistent with the unique problems resulting from the location, topography, geology, flammable vegetation, and climate of the proposed development site. The Plan must also address water supply, access, building ignition fire resistance, fire protection systems and equipment, defensible space, and vegetation management. Maintenance requirements for incinerators, outdoor fireplaces, permanent barbeques and grills, and firebreak fuel modification areas are imposed on new developments.

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Placemaking Toolkit



"Every increment of construction must be made in such a way as to heal the city."

- Christopher Alexander A New Theory of Urban Design, 1987

A PLACEMAKING TOOLKIT IS.

a set of implementation tools intended as a guide for the City, property owners, and developers, to help ensure that each new increment of private and public investment in Rancho Cucamonga contributes to the making of great places of strong and enduring value. The intention of this Toolkit is to clearly describe, diagram and illustrate the types of development patterns, forms and strategies that will result in human-scale, pedestrian-oriented places that achieve the community's vision as presented in the General Plan.

Through the extensive PlanRC community engagement process of 2020, thousands of residents shared their hopes and dreams for the future of our City. And while there are of course many diverse points of view, in thoughtfully reviewing community input and looking for a common thread running through, it is very clear that one thing that most people want is "more nice places to go and more ways to get there." Which in turn requires that public and private improvements work together to "make places, not just projects". This focuses attention on the streets and other public spaces of our City - the "Public Realm" - which is the network of spaces through which one gets around town, and in which one meets and interacts with others. The Public Realm is the glue that holds all the projects together and makes them into a great city. While there are many dimensions to building and managing a great city, this Toolkit focuses on the following three high-priority topics. Each topic includes a kit of tools which is described in detail in the following pages.

- + Creating an Active Human-Scale Public Realm addresses the many factors that contribute to an active, comfortable and safe network of human-scale streets and other public spaces that invite and support active mobility and the economic and social life of the community. The public realm within our City - the network of streets, parks and other community open spaces - is envisioned as the "living rooms of our community", not just as conduits for automobile traffic. The appearance and function of these spaces are defined by the design of the streets and other open spaces, and by the ways in which the front yards and ground floors of buildings define, connect to, and activate, those spaces. "Public Frontages" are the street edges - the strips of space between building faces and passing traffic - including street landscaping, on-street parking, and sidewalks. These are the spaces within which a great deal of the social, economic and civic life of our community is envisioned to occur. "Private Frontages" are the front setback areas and facades of buildings, which must be designed to connect each building to its public realm, welcome pedestrians, and provide ground floor commercial or residential uses with an appropriate degree of privacy from, or exposure to, passing pedestrians, bicyclists and motorists. The overall design of the Public and Private Frontages - simply referred to collectively as simply Frontages - will help to ensure that each property functions well, looks attractive, and contributes to the intended design character and that mobility/access functions of the Place Type environment of which it is a part.
- Creating a Complete, Balanced Circulation Network focuses on the design and management of streets, to equitably balance facilities to accommodate all users, regardless of travel mode, age, income, and physical capabilities. The City's current street network strongly favors motorists, and presents significant challenges to pedestrians and bicyclists. This particularly and inequitably disadvantages the young, the old, and the poor. Rebalancing the network and creating activatable frontages will require systematic improvements that will variously include adding on-street parking, adding medians, providing wider more comfortable sidewalk, improving street tree plantings that provide shade, wind protection and spatial enclosure, and adding highquality bus lanes and safe bike lanes on selected streets to them much safer and more pleasant spaces for people, not just cars.
- + **Completing the Urban Fabric** describes and illustrates how a human scale network of multi-modal streets and other public spaces with active frontages may be systematically extended into large vacant or previously developed sites as they are developed or redeveloped. The intended outcome is that each such site be configured and designed

as "more city" - connected to surrounding properties and accessible on foot, by bike, by transit and by car - rather than just "big development projects" between which one must drive back and forth. The key to providing a network of human-scale, walkable, welcoming and active frontages is a complete network of complete streets and open spaces that form walkable blocks, well-connected to and integrated with the surrounding community fabric.



HEART OF THE MATTER

Throughout the second half of the 20th century, conventional city planning practice was based on separating dissimilar land uses by distance and by discontinuous street networks, which required an automobile trip for every change of activity throughout the day. Public realm design valued the convenience of motorists over the safety and comfort of pedestrians and bicyclists, relegating all modes of travel other than the private automobile to the indeterminate status of "alternative modes."

Cities that were established and grew rapidly during this time period are characterized by patterns of low-density isolated housing, commercial centers with large parking lots, employment centers built as "business parks," and with wide, high-speed arterial streets cutting through it all, severing neighborhood from neighborhood, commercial centers from employment districts as they prioritize long-distance vehicular throughput. Such planning and mobility practices coincided with the growth of Rancho Cucamonga since its incorporation in 1978, leaving us facing a range of challenging physical characteristics.

This Toolkit, in addition to the updated General Plan, describes a course correction toward a more balanced approach, and strategies for redressing the damage done by the past half century of auto-centric planning. In planning and designing the future of Rancho Cucamonga, we must ensure that areas within the city that will be developing or redeveloping over the next several decades are built in patterns and with forms that deliver more equitable and valuable results for all, regardless of preferred travel mode, and that they enable significant benefits for the well-being of the community, the environment, and the economy.

This General Plan is intended to define a sustainable path forward, both preserving those characteristics of the city that residents know and love, while also enabling a bright future for the generations to come. To that end, this Placemaking Toolkit provides the City, property owners, and developers with a set of tools to guide them in their mutual pursuit of that vision.

Forthcoming Forthcoming How To Use this Section



PART 1. ACTIVATING THE PUBLIC REALM

To ensure an increasingly active, attractive, equitable, pedestrian-oriented environment that is comfortable and safe to navigate by foot, bicycle, or any vehicular mode, careful attention must be given to the design and connectivity of the Public Realm. Generally defined, the "Public Realm" is all the publicly owned and publicly accessible open spaces between all the buildings within the City. This begins with the truly "public" spaces such as public street "rights-of-way" and public parks, but as residents experience the City day to day it also includes a great deal of publicly accessible but privately owned spaces, including but not limited to the access drives and parking lots of commercial and industrial buildings, the "private streets" within many of our neighborhoods, and "private parks" owned and maintained by home-owners' associations. It is within this extensive network of public and shared common open spaces that our social and economic life as a community occurs.

In many communities that, like Rancho Cucamonga, have developed with predominantly suburban patterns where access to and between almost every daily activity is provided by automobile, these spaces have been designed and engineered almost exclusively to accommodate and facilitate driving and parking. The result is that most of our public and private streets, and the approaches to most of our buildings are dominated by asphalt pavement and not designed with the comfort and safety of pedestrians and bicyclists in mind. As such, they are not spaces within which people walk for enjoyment, for shopping, for dining, or for meeting friends and neighbors and socializing as a community. Through the 2020 PlanRC public engagement process it was loud and clear that many residents hope that in the future these spaces will be more welcoming, safe and comfortable for people, not just cars.

Accordingly, Part 1 of this Toolkit provides a set of tools for leveraging the value of our Public Realm, recognizing this space (our streets alone comprising over 6,000 acres of land!) as the very significant community resource that it is, to ensure that over time, its value to the community is systematically increased through incremental enhancements that deliver a well-connected, healthy, active, safe, comfortable, valuable, equitable, and economically-viable public realm environment that is calibrated to each unique part of our City. Specific topics in Part 1 include:

- + 1A. Creating Active Frontages
- + **1B.** Public & Private Frontages
- + 1C. Frontage Types: Context, Design& Calibration

Part 2 provides strategies and directions for applying these active frontages to our existing streets and spaces (in addition to strategies for improving the modal balance of such streets), and Part 3 provides strategies for extending this active public network into the parts of our city that are expected to change, or have not yet developed.



The "Public Realm" is all of the publicly owned and publicly accessible land in a city and is traditionally where most of the social, economic and civic life of a community occurs.





A large majority of our existing streets and approaches to buildings are dominated by asphalt pavement that are not designed with the comfort safety, or access of pedestrians and bicyclists in mind.

REATING "LOCATION"

A common real estate aphorism states that the most important factors that determine property value are "location, location, and location."

Location is defined fundamentally by two things. One is simply geographic - what area of what City the property is located in. Rancho Cucamonga is blessed with a good and well-deserved reputation as a community where people want to live, work and shop, so property in our City is generally more valuable that comparable property in many other nearby cities.

The second factor defining "location" is how the area around the subject property looks, feels and functions. If those qualities make it a place that people find attractive, pleasant, comfortable and useful, it becomes a place where people simply want to be, because it's nice to be there, which generates an additional premium in property value. And unlike the simple geographic factor of where the property is located - which one clearly cannot do anything to change - the "type of place" qualities are subject to change, by the design of the streets and the design of buildings and site improvements.

So in an important sense, it is possible to simply "build location". An empty field can become the nicest new neighborhood or the most interesting shopping district in town simply by how it is designed. That is what this toolkit is for.



Common multi-family residential frontage in Rancho Cucamonga.



Many of our commercial frontages, while attractive, are disconnected from the public realm network by large parking lots.

1A. CREATING ACTIVE FRONTAGES

Frontages are the spaces along the edges of streets and along the fronts of buildings. These are the primary spaces in which we walk, and where we encounter and interact with family, friends and neighbors. These are also the spaces that define the look and feel and "character" of our community.

Within our single-family neighborhoods, street frontages include the sidewalks, street trees front yards, and the fronts of homes. These determine the type, character and quality of each neighborhood. The street frontages of the large streets accessing each neighborhood are typically landscaping, concrete block walls, and the backs of homes. In most of our multi-family communities also, apartment buildings typically back up to public streets, with resident and visitor access oriented to internal or perimeter parking lots. In both cases, the development pattern and street design does not encourage or support human activity along our main public streets, just traffic.

In most commercial and industrial development in Rancho Cucamonga, street frontages include sidewalks, landscaping, and parking lots, Building frontages typically face the parking lots, which are typically not designed to facilitate or encourage pedestrians to enter or leave each "project on foot or by bicycle. In some cases, street frontages also include buildings near the street, but where this occurs the building "fronts" typically face the parking lots, providing little human activity within the public streets is generated.



Well designed frontages can enable and cause the activation of the public realm. This activation leverages the value of our public streets and spaces, creating

Whenever one walks to visit neighbors, visit a park or school, or patronize a shop or restaurant, one is walking within and along Frontages. And when one walks from a parked car into shops or restaurants or offices or public buildings, one is once again moving within and along Frontages. Is is the experience of being within these spaces—more than any one factor—what defines the look, the feel, and the experience of being in Rancho Cucamonga.

Accordingly, this section focuses on defining a broad and flexible palette of "Active Frontage Types" described further in Section 1B - Frontage Design, Context & Calibration, provides direction for making new ones, and provides tools and strategies for retrofitting existing frontages that better encourage and support activity throughout the Public Realm of our City and that better reflect our identity and aspirations as a community. Active Frontages in each Neighborhood, Corridor, Center and District must be designed, calibrated, and coordinated to encourage and enable active habitation of our public spaces and the buildings that front them, as well as to:

- + Contribute to the place-making and urban design goals for each part of town as described in this General Plan;
- + Spatially define comfortable, safe and inviting pedestrian spaces that offer physical and psychological buffers between pedestrians and traffic, sun, wind and other environmental factors, and provide safety through "eyes on the street" during daytime and evening hours;
- + Enhance the appearance of the public realm and reinforce the unique character of the city and each of its unique areas;
- + Offer appropriate design flexibility while promoting public realm designs that are complementary to the intended context, function, and use of the street and adjacent development.



Example of active residential frontages along an urban neighborhood street.



Example of active commercial frontages along a downtown street.



Example of active office frontages on a car-less (pedestrian) street.



Courtyard as semi-public common open space for residents

1B. PUBLIC & PRIVATE FRONTAGES

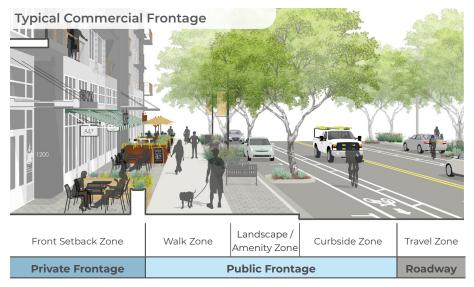
Private frontages are the portion of a frontage lying within the frontmost area of a private land parcel. Specifically, these include the front setback area of each property, the front face of each building, and the manner in which design of the ground floor of each building and its front yard engage the adjoining street. Public frontage refers to the space (within the public right-of-way) between the private property and moving traffic. This space typically includes a sidewalk, street trees and other landscaping, street lighting and other furnishings and often on-street parking facilities.

The primary function of public frontages is to provide access to each private property, enabling pedestrians to safely and comfortably walk along the street and access each building, and to allow motorists to safely park, become pedestrians and access the buildings. The City will play a key role in determining appropriate public frontage types for each segment of each street, and for coordinating the phasing and management of public frontages, while developers will typically be responsible for financing and/ or constructing such improvements.

The two primary functions of private frontages are 1) to graciously welcome the pedestrian; and 2) to either provide an appropriate degree of privacy for ground floor residential or office uses, or to provide an appropriate degree of exposure and openness to ground floor retail shops, restaurants and other commercial businesses.

The careful design and calibration of this entire frontage "assembly" including the design of the buildings and their facades, and the space along their frontages—is essential to ensure that building occupants will be comfortable keeping window coverings open much of time, and in doing so, provide the "eyes on the street" that help keep our streets and other public spaces safe and comfortable places for pedestrians and bicyclists to be throughout the day and evening.

FIGURE PT-1 TYPICAL FRONTAGE ANATOMY



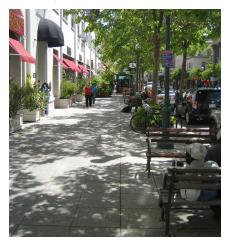
Frontage Assembly/Anatomy

Frontages are made up of and organized by a number of components (referred to as "zones" in this section), each with a specific role/function. It is important to understand the role that each of these components plays to ensure that frontages are properly designed and calibrated to their public and private context (as described further in *Section 1B - Frontage Design & Calibration*). They include:

- Private Frontage/Front Setback Zone is the semi-public space in front of buildings that "modulates" the degree of privacy for the ground floor building occupants. The setback zone together with the facade of the building itself—including any projections such as awnings, porches or arcades, and recessed entryways—comprise the Private Frontage. Residential uses always have a setback, along with wall elements, landscaping and sometimes grade elevation to provide enough privacy for residents, and office and industrial frontages generally do also for similar reasons but with different design configurations. Commercial/ retail frontages may have little or no setback to expose businesses to passersby and setbacks, where provided, offer opportunities for outdoor dining.
- Walk Zone is the clear pedestrian way. The width of this zone is calibrated to anticipated pedestrian volumes, generally in the range of 6 feet in neighborhoods up to 10 or 12 feet in urban corridor environments (free of any landscaping, furnishings, and dining).
- Landscape/Amenity Zone is for landscaping and furnishings adjacent to the curb. It almost always includes planter areas for street trees and other public landscape, along with streetlights and traffic signal poles. It may also include, parking meters, benches and other seating, outdoor dining, and bike racks.
- + **Curbside Zone** is a flexible zone that can include parallel or angled parking, TCE water treatment, tree planters, bus stops, loading zones (passengers and goods), and permanent or temporary parklets. In all cases this zone together with the amenity zone provide a vitally important buffer from moving traffic to significantly enhance pedestrian safety and comfort.
- + Roadway/Travel Zone is the multi-modal roadway network that can include vehicular, transit, and bicycle lanes.



Example of semi-private yards and porches within the Front Setback Zone on a neighborhood street.



Example street furnishing in the Landscape / Amenity Zone, and a clearly defined Walk Zone.



The Curbside Zone can be flexibly programmed based on the needs of the adjacent property. Pictured here, a "parklet" replaces a single curbside parking space to provide additional outdoor dining space to the merchant.



Example of retail frontages in Victoria Gardens, with street trees and awnings shading the street;



Modern office buildings arranged around a common courtyard accessible from the street.



Multifamily residential with directaccess to ground floor units from the sidewalk via stoops. Building setback includes a high-quality, unified landscape design, and ground floor units are elevated above the sidewalk for added privacy.

1C. FRONTAGE TYPES: CONTEXT, DESIGN & CALIBRATION

The following is a high-level summary of the Frontage Types and the contexts for which specific tools and strategies are described in the sections to follow;

Retail & Commercial Frontages

Retail businesses thrive when passing motorists, bicyclists and pedestrians can see their signage, display windows, and people shopping and dining inside. Accordingly, little or no setback from the sidewalk is needed, and unlike most other frontage types the overall design intent is exposure - not privacy - to blur the line between the interior space of the business and the public environment of the sidewalk and street. Strategies for achieving such are described in the sections to follow.

Office & Industrial Frontages

Ground floor office uses typically require some privacy for occupants that can be provided by a combination of landscaped setback area design and elevation of the ground floor somewhat above street level. Industrial buildings will tend to have fewer windows and openings and more areas of blank wall than office or retail buildings, due to the nature of business operations inside. Both office and industrial uses end to be "less-active," so strategies for ensuring these buildings do their part to help activate the public realm are described in the sections to follow.

Residential Frontages

Ground floor residential uses - whether single-family homes, townhomes or apartments - require a reasonable degree of privacy for the residents, so that passing pedestrians and motorists aren't perceived to be visually intruding into the home. And to ensure the frontages are active, it is critically important that the main entries to buildings be oriented to the street, not to side or rear parking areas or parking structures, such that the front door at which visitors generally arrive oriented to and accessible from the street/sidewalk.

Non-Street Frontages

All of the above-mentioned ground floor frontage types may under some circumstances face public or common open spaces other than streets or parking lots. Retail centers and shopping districts may include pedestrian squares, courts or malls, of which many fine examples are present in Victoria Gardens. Single or multi-family developments may include buildings that face courts and greens, as may office / industrial complexes. In most cases, such non-vehicular common open spaces should be designed and integrated into the overall public realm - as "car-less streets" and gathering places that interconnected with the street network so that pedestrians may move freely through and between these spaces.

Frontage Design & Calibration

This section provides a toolkit of design metrics and guidelines for properly designing and calibrating frontages to their "context," to ensure that the public realm network in our city is beautiful, active and safe, and a refection of our community identity and values.

For the purposes of this toolkit, Frontages are organized into three highlevel categories or "types", based on the predominant ground floor use of the building that is providing the frontage. Generally speaking, these categories include Retail & Commercial Ground Floors; Office & Industrial Ground Floors; Residential Ground Floors.

To ensure that all frontages contribute (in appropriate measure) to the type of public realm environment envisioned within each part of our city, each of these three types must be further calibrated to their "context" - based on considerations such as the size and type of street or space the property is fronting, the scale and intensity of development providing the frontage, and the Place Type or Focus Area in which it is located.

As such, this section - in the pages to follow - provides tools and instructions for designing and calibrating frontages within/to the following contexts:

A. Retail & Commercial Ground Floors

- + Facing Streets in Corridors, Centers and Districts
- + Along the edges of Residential Neighborhoods
- + Facing Non-Vehicular Open Spaces or Parking Lots

B. Office & Industrial Ground Floors

- + Facing Streets in Corridors, Centers and Districts
- + Facing Non-Vehicular Open Spaces or Parking Lots
- C. Residential Ground Floors
 - + Facing Streets in Corridors, Centers and Districts
 - + Facing Streets in Neighborhoods
 - + Facing Pedestrian Open Spaces



Example of an amenity-rich commercial/retail frontage in a mixed-use district.



Clearly defined primary (common) building entry directly accessible from the street/sidewalk..



Multifamily residential building with ground floor units oriented toward a shared courtyard directly accessible from the street/sidewalk.



Example of retail frontages in Victoria Gardens, with street trees and awnings shading the street;

A. RETAIL & COMMERCIAL FRONTAGES

Within mixed-use Corridors, Centers & Districts, commercial frontages are intended to make commercial activity visible to and accessible by passing pedestrians and motorists. They are characterized by commercial businesses (typically shopfronts) located at or very near the back of amply wide sidewalks, generating amenity-rich pedestrian environments that accommodate and encourage high levels of foot-traffic, and a wide range of activities. The essential characteristics of all retail and commercial frontages in this context include:

- Ground floor façades (private frontage) of buildings are in the form of retail shopfronts that are adjacent to and directly facing street frontages, with minimal or no setbacks, and accessed directly from the sidewalk;
- Designed and sized to accommodate a flexible range of activities and facilities in support of adjacent businesses and create a vibrant commercial environment;
- Provide a safe, comfortable, shaded environment for pedestrians to walk and shop, buffered from traffic by street trees, street furnishings, and parked cars;
- Provide convenient, safe, on-street customer parking in front of (or very close to) the adjacent businesses;
- Provide regularly spaced street tree species that help define the space and shade pedestrians while maintaining good visibility for the buildings and signage due to a relatively high and/or open canopy.

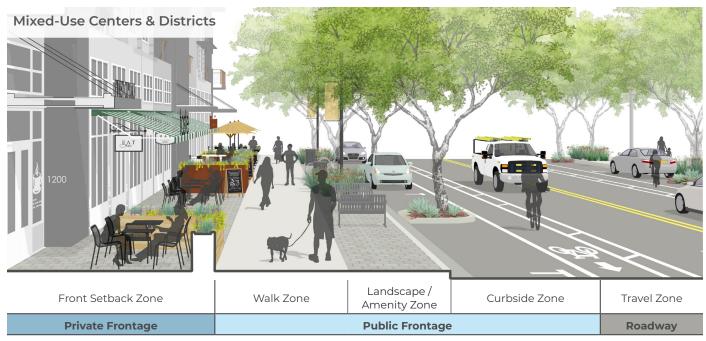


FIGURE PT-2 RETAIL & COMMERCIAL FRONTAGE

TABLE PT-1 RETAIL & COMMERCIAL FRONTAGES

FRONTAGE ZONE	DIMENSIONS	NOTES
Private Frontage (the ground floor building façade and primary entry)	Regularity of Entrances: Every 25-50' in active Districts & Corridors Ground Floor Ceiling Height: 12' - 14'	 Frequent entrances, and large, clear glass shopfront windows, with some degree of sun-shading so that approaching customers see into the store rather than their own reflection and street glare Ground floor ceilings are high - typically 12 feet or more - to provide a generous sense of space inside, and allow natural light deep into the space. Along Mixed-Use Corridors, <i>"Retail-Ready" or "Flex Frontages"</i> - frontages that are designed ultimately to accommodate retail/ commercial businesses, but in advance of the market supporting such uses at a given location may be utilized for residential or office use for an indefinite period of time. See following page.
Setback Zone (the space between the property line and the building façade)	Zone Width: 15' max; TBD based on role of setback; 6' min. for outdoor dining	 No setback from the sidewalk to the shopfront is required, but where provided (whether within the public right-of-way or within the private property), setbacks may offer extra-wide sidewalks for better pedestrian access and/or outdoor dining. Any landscaping in this zone should not interfere with pedestrian access to our views of the shopfronts.
Walk Zone (the clear sidewalk space for pedestrian circulation)	For highly- active Districts/ Corridors: 8' - 10' Typically: 6'-8'	 This is a "clear zone" for pedestrian access and should not be interrupted by, or have to weave-around fixed objects (street lights, power poles, driveway ramps, street furnishings) or objects associated with adjacent uses (dining furniture, signage, etc); Width of this zone should allow pairs of pedestrians walking side by side to pass comfortably, and to allow pedestrians to stop and look in shopfront windows without feeling they are blocking the walk. In some contexts, the sidewalk may be covered / enclosed by an arcade or gallery, providing additional enclosure and protection from the elements.
Amenity Zone (the space between the curb and the clear pedestrian / walk zone of the sidewalk)	Zone Width: 6' - 10' Tree Spacing: Every 25-50' Canopy Height: 10-15' Planter Size: 6'x8' (min.)	 This zone should be sized and programmed based on the needs of the business or district, and should typically provide: street furniture, space for outdoor dining, transit stops, street trees and landscaping, pedestrian-scale lighting fixtures, district branding & wayfinding signage, and short-term bike parking; Street trees should be provided in generously-sized landscaped planters and should be spaced to provide a well-shaded pedestrian environment, with relatively tall/open canopies that maintain good visibility of the building and its signage; Planters and Parkways that provide stormwater management are recommended, per NACTO's Urban Street Stormwater Guide.
Curbside Zone (the space between vehicular lanes and the curb)	Zone Width: 7' - 10'	 This zone can be flexibly programmed based on the needs of the business or district, and may include parking, passenger and commercial loading zones, transit stops, parklets, and street trees. Where appropriate; parklets and/or bike corrals may be provided in lieu of a parking space, based on the needs of the business or district. In some cases street trees may be provided within the Curbside Zone in "parking-lane planters" instead of, or in addition to providing such in Landscape/Amenity Zone.



Caption

Retail & Commercial Frontage Variations (By Context)

Other common contexts in our city within which variations of the retail/ commercial frontage are necessary include:

Along the edges of residential Neighborhoods

Along the edges of our residential neighborhoods - typically at intersections of less-intense/secondary residential corridors, nodes of neighborhood-serving retail and commercial uses may be appropriate. All of the same characteristics of retail and commercial frontages in more intense districts and corridors generally apply, however, these elements occur at the scale of the neighborhood the node is serving.

Along more "suburban" Corridors

Along some of our more "suburban" corridors, the priority of commercial frontages is to make commercial activity visible to and accessible by passing pedestrians, bicyclist and motorists. These environments tend to have lower development intensities and higher parking ratios than urban commercial environments, so more of the frontages are devoted to customer parking. Commercial shopfronts—some built at or near the back of the sidewalk and others visible through well designed parking areas—are served by a mix of convenient on-site and on-street customer parking. High priorities include defining the street edge with comfortable sidewalks, steady rows of street trees and plantings buffering pedestrians from higher-volume/speed traffic. These frontages are most successful when a low landscape screen-wall, and in some cases shopfronts or pad/ liner building is located at or near the back of sidewalk to bring commercial activity to the street, screen/contain parking areas, and maintain the urban streetwall.

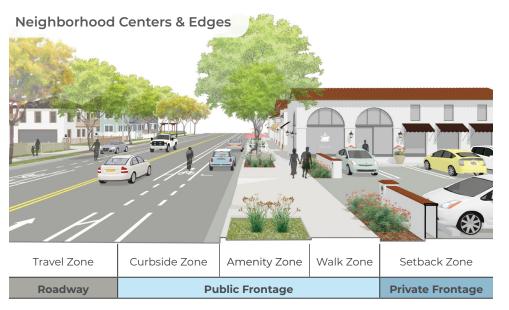


FIGURE PT-3 RETAIL & COMMERCIAL FRONTAGE

"Retail Ready" Frontages

Retail Ready Frontages are

constructed with the builtin flexibility to transform into more active pedestrian environments if and when it becomes economically viable for that environment to expand. Up until that point these units may be occupied with residential or office space. The principle characteristics that make this possible are the traditional rhythm of shopfront bays, ADA compliance, and ground-floor height.



Retail / Service

Retail / Service



Modern office buildings with generous, well-designed public frontage assembly.

B. OFFICE & INDUSTRIAL FRONTAGES

Within mixed-use Corridors, Centers & Districts, office and industrial frontages must provide a safe, comfortable, safe, and attractive public realm environment despite the "less-active" nature of these uses. Office and industrial buildings typically provide off-street parking for visitors and customers, however some on-street parking and the formal front entry are necessary for such buildings to contribute to the active public realm of each employment district; such front entries encourage employees and others to walk out to the street and walk to lunch or dinner nearby (assuming such amenities are present nearby), rather than simply exiting to the parking lot, getting in their car and driving to lunch. And if arriving to work by transit, one simply enters the lobby via the front door, rather than walking around through the parking lot. Similarly, locating and orienting the most active spaces (conference rooms, employee break rooms, entry lobbies, courtyards, etc.) toward the street can help activate the public realm. Common characteristics of office and industrial frontages in this context include:

- Buildings are typically set back (modestly) from the sidewalk to provide adequate privacy to ground-floor spaces, and designed so that the most active and public spaces are oriented toward the street frontage;
- + Primary entries are oriented to and accessible from the street/sidewalk;
- Sidewalk and ground-floor spaces are buffered from the street by a generous landscaped parkway (including regularly-spaced canopy trees that shade the sidewalk and building) and curbside parking;
- Convenient on-street visitor/customer parking, is provided near the primary entry;

Private Frontage



Public Frontage

FIGURE PT-4 OFFICE & INDUSTRIAL FRONTAGES

Roadway

TABLE PT-2 OFFICE & INDUSTRIAL FRONTAGES

FRONTAGE ZONE	DIMENSIONS	NOTES
Private Frontage (the ground floor building façade and primary entry)	Regularity of Entrances: Every 100-200' in active Districts & Corridors Ground Floor Ceiling Height: 12' - 20'	 Primary entrances of buildings are clearly defined, oriented toward and accessible from the street/sidewalk or a open space with direct-access to/from the street/sidewalk; Façade should activated by large, minimally-shaded windows into the most active interior spaces such as conference rooms, lobbies, or shared work spaces. Where portions of the street-fronting façade must be "blank" (typical of industrial uses), landscaping should be provided in the setback zone to soften the appearance from the street. Ground floor ceilings are high - typically 12 feet or more - to allow natural light deep into the space. Parking lots, areas of truck activity, or outdoor storage and operations should be well-screened from street views by walls and landscaping.
Setback Zone (the space between the property line and the building façade)	Zone Width: 10' -20';	 Common outdoor areas (such as courtyards, outdoor lunch areas, etc) should be oriented to and accessible from the street; Employee-serving amenities (i.e. outdoor furniture, secured bike parking, etc.) provided within this zone should be located near a common entry and accessible from the street/sidewalk or common open space; Front yard landscaping should be provided to soften the view of the building from the street and create a comfortable environment for workers and visitors; Landscaping should not obstruct clear access to the building entry;
Walk Zone (the clear sidewalk space for pedestrian circulation)	For highly- active Districts/ Corridors: 8' - 10' Typically: 6'-8'	 This is a "clear zone" for pedestrian access and should not be interrupted by, or have to weave-around fixed objects (street lights, power poles, driveway ramps, street furnishings); Width of this zone should allow pairs of pedestrians walking side by side to pass comfortably.
Amenity Zone (the space between the curb and the clear pedestrian / walk zone of the sidewalk)	Zone Width: 6' - 10' Tree Spacing: Every 25'-100' Parkway / Planter Width: 6' min.; equal-to or greater-than width of Walk Zone recommended.	 This zone should typically provide: street furniture, space for transit stops, street trees and landscaping, pedestrian-scale lighting fixtures, district branding & wayfinding signage, and short-term bike parking; Street trees should be provided in generously-sized landscaped planters and should be spaced to provide a well-shaded pedestrian environment, with relatively tall canopies that maintain good visibility of the building and its signage; Planters and Parkways that provide stormwater management are recommended, per NACTO's Urban Street Stormwater Guide.
Curbside Zone (the space between vehicular lanes and the curb)	Zone Width: 7' - 10'	 This zone can be flexibly programmed based on the needs of the business or district, and may include parking, passenger and commercial loading zones, transit stops, bike corrals, parklets, and street trees. In some cases street trees may be provided within the Curbside Zone in "parking-lane planters" instead of, or in addition to providing such in Landscape/Amenity Zone.



Multifamily residential building with private terraces behind landscape setbacks and balconies along the facade to activate the frontage.

C. RESIDENTIAL FRONTAGES

Residential frontages must be designed to balance the need to provide ground floor residential units with a reasonable degree of privacy (so that passing pedestrians and motorists aren't perceived to be visually intruding into the home) with the requirement that these frontages provide activity and safety to the public realm environment they are fronting. Within mixed-use Centers, Districts and Corridors—where pedestrian and vehicular traffic is much higher, and front setbacks are much shallower than in residential neighborhoods—these frontages must be carefully designed and calibrated to achieve this balance. Essential characteristics of all residential frontages in this context include:

- The primary entries of buildings (and in some cases, ground-floor units) are oriented to, and directly accessed from the street/sidewalk (or in some cases, a common space that is accesses directly from the street/ sidewalk), and building façades are well fenestrated with windows and openings providing "eyes on the street";
- Building setbacks provide a comfortable transition between the street/ sidewalk and private dwelling, often including low fences, walls and plantings—and in many cases the ground floor is somewhat elevated above the sidewalk—to provide residents with a sense of privacy while enabling them to overlook the street.
- + Provide on-street guest parking allowing visitors arriving on foot, by bike, by transit or by car to be welcomed at the front door.



FIGURE PT-5 MIXED-USE - RESIDENTIAL GROUNDFLOOR

TABLE PT-3 RESIDENTIAL FRONTAGES

FRONTAGE ZONE	DIMENSIONS	NOTES
Private Frontage (the ground floor building façade and primary entry)	Regularity of Entrances: 1 per 100' min. recommended for common entry buildings (will be less if ground floor units are accessed directly from street / sidewalk) Ground Floor Ceiling Height: 8' - 12';	 Primary entrances of buildings (and in some cases ground-floor units) should be clearly defined and oriented toward / accessible from the street / sidewalk or a common court or open space with direct-access to / from the street/sidewalk; In configurations where ground floor units are accessed via a common entry/internal corridor, or common court/open space, building façades should be well fenestrated by windows and openings, and terraces and balconies are recommended in such cases, where appropriate; to further activate the public realm; Buildings and units should be configured with the more social rooms and spaces (kitchen, living, dining, or sales office and community rooms in multi-family buildings) oriented along the frontage; Taller ground floor ceilings heights - typically 10 feet - are recommended to allow natural light deep into the unit; Ground floor units should typically be elevated (1' - 3') above sidewalk level for additional privacy.
Setback Zone (the space between the property line and the building façade)	Zone Width: 10' -15'	 Landscaping should be high-quality and appropriate to the style/architecture of the building; In highly active mixed-use environments, added layers of privacy may be appropriate/needed, such as a low wall or fence (3' max) or plantings that provide a similar physical barrier between the unit and sidewalk; Space should provide a clear comfortable transition between the public realm and primary building / unit entry;
Walk Zone (the clear sidewalk space for pedestrian circulation)	For highly- active Districts/ Corridors: 8' - 10'; Typically: 6'-8';	 This is a "clear zone" for pedestrian access and should not be interrupted by, or have to weave-around fixed objects (street lights, power poles, driveway ramps, street furnishings); Width of this zone should allow pairs of pedestrians walking side by side to pass comfortably.
Amenity Zone (the space between the curb and the clear pedestrian / walk zone of the sidewalk)	Zone Width: 6' - 10' Tree Spacing: Every 25'-100' Parkway / Planter Width: 6' min.; equal-to or greater-than width of Walk Zone recommended.	 This zone should typically provide: street furniture, space for transit stops, street trees and landscaping, pedestrian- scale lighting fixtures, and short-term bike parking; Street trees are typically provided in wide, continuous parkways be provided (or generously-sized landscaped planters in very urban environments) and should be spaced to provide a well- shaded pedestrian environment, with relatively tall canopies that maintain good visibility between the street and building; Planters and Parkways that provide stormwater management are recommended, per NACTO's Urban Street Stormwater Guide.
Curbside Zone (the space between vehicular lanes and the curb)	Zone Width: 7' - 10'	 This zone can be flexibly programmed based on the needs of the business or district, and may include visitor parking, passenger and commercial loading zones, transit stops, and bike corrals. In some cases street trees may be provided within the Curbside Zone in "parking-lane planters" instead of, or in addition to providing such in Landscape/Amenity Zone.



PART 2. REBALANCING STREETS & PUBLIC SPACES

The public realm of a city comprises streets, parks, and other permanent open spaces that form the network of community public spaces within which much of the active life of a community occurs. The community's vision for Rancho Cucamonga's public realm is one that will afford people of all ages, abilities and incomes the opportunity to move safely and comfortably throughout the city by foot, bicycle, transit, and automobile, providing equitable access to lively, beautiful public places for shopping, dining, socializing, and gathering as a community.

Rancho Cucamonga's street network—which comprises the majority of the City's public realm—was designed based on the Federal Highway Administration's (FHWA) functional classification system of arterial, collector, and local roadways, which prioritizes vehicular capacity and speed over other considerations. Street landscapes were designed to make the streets look better to motorists, not to make them comfortable and safe places for people outside their cars. This auto-centric circulation network was paired with a land use planning system that separated residential, recreational, educational, retail, and employment uses from one another by distance and by fragmented street patterns, so that each change of activity throughout the day was expected to require a car trip.

Active Streets & Public Spaces

As described in Part 1, the overarching goal of creating active frontages is to provide a comfortable, attractive, human-scale pedestrian zone along the edges of streets, parking lots and other public open spaces. Design guidelines for ensuring that new and remodeled buildings and private properties do their part in delivering such places are provided in Section 1C This section describes how our streets and other public spaces may be systematically rebalanced toward and in favor of non-motorists. To help guide this effort, this section includes tools and strategies for:

- Applying the active frontages described in Part 1 of this Toolkit to existing public streets and private properties;
- Applying additional streetscape, pedestrian-facility, and traffic calming improvements;
- + Applying bicycle and transit improvements to select streets;
- Designing new, balanced, "activatable" streets and public spaces as development occurs in new parts of our city or areas redevelop significantly.

Collectively, these tools and strategies are designed to help ensure that Rancho Cucamonga's network of streets and public spaces are comfortable and attractive places for pedestrians to walk, to access the buildings, and to support community activity.



FIGURE PT-6 STREET RIGHT-OF-WAY COMPOSITION

KEY STRATEGIES DESCRIBED IN PART 2

Key strategies—listed briefly below and illustrated in detail in the sections to follow—may be employed individually and in combinations, in all cases calibrated to and integrated with adjacent Private Frontages as described in Section 1C Frontage Types: Context, Design & Calibration.

All Streets: (And in some cases parking lots or other open spaces)

- + Providing comfortable sidewalks, integrated with Private Frontages
- + Providing an "amenity zone" between pedestrians and the street, always including street trees and landscaping to buffer and shade pedestrians and support active use of the Public Realm
- + Providing a curbside zone between pedestrians and moving traffic lanes for parking and/or other vehicular access

Designated Streets: (As determined by the City)

- + Adding dedicated transit lanes or transit-priority lanes
- + Adding bike lanes of various types
- + Adjusting travel lane widths to enable the above and to help moderate vehicular speeds
- + Adding new signalized intersections and medians to provide safe pedestrian crossings and better all-mode access to adjacent properties

Implementation. The provision of active private frontages will be primarily the responsibility of developers, business owners, and property owners. The provision of active public frontages will be a collaborative effort of those parties and the City. The City will be primarily responsible for planning, designing and implementing new "activatable" streets and public spaces. All such improvements will be financed primarily by developers, but will include support from the City in many cases. Through a rigorously coordinated combination of public and private improvements, Rancho Cucamonga can systematically realize the community's vision, and establish a new direction for the 21st century.



Generous sidewalk space amply sized to accommodate pedestrians and amenities;



Active street frontages enable social and economic activity.



Dining Parklet added into the Curbside Zone of a local street to provide an enlarged amenity zone for the adjacent business.

2A. APPLYING ACTIVE FRONTAGES

Almost all of Rancho Cucamonga's activity centers—our shopping centers, community centers, major parks and civic facilities—are located along arterial or collector streets, and most are separated from the street by parking lots. Most of the public frontages of these streets have relatively minimal sidewalks (if any at all) immediately adjacent to vehicular lanes that traffic moving at 35 MPH or more. In very few cases are there rows of street trees, curbside parking/access lanes, and/or bike lanes to buffer pedestrians from passing traffic.

To realize the community's vision for active frontages, in addition to providing very comfortable places for pedestrians to walk, public frontages must also enable motorists, bicyclists and transit riders to safely and comfortably arrive and become pedestrians along the private frontages of shops, restaurants, community facilities, office or industrial buildings, and residential buildings.

Retrofit Strategies

Applying this active frontage environment to our public streets will, in most cases, require specific design retrofits to either the street itself or to the front of the private property, or both.

For Local Streets with only one lane of traffic each direction, and vehicular speeds in the 25 to 35 MPH range, creating high quality, human-scale, active frontages is relatively simple. New streets can of course simply be constructed per the guidelines shown in the private and public frontage type examples in Part 1 and the public frontages of existing streets can be retrofitted utilizing strategies that include:

- + **Sidewalks:** On any street where there is no sidewalk or the sidewalk is too narrow, a new or wider sidewalk can be provided within the front of the private parcel when that property is developed or redeveloped.
- Curbside Zones: Where no curbside zone currently exists, one may be added by reconfiguring travel lanes with restriping—where street width allows to provide "bulb-out parking"—or by moving the curb into the property with "bulb-in" parking, a new sidewalk, and amenity zone. See B. Bulb-In Type. on the pages to follow.
- Amenity/Street Tree Zones: On existing streets that already have curbside parking and good sidewalks, but which might lack street trees, new street tree planters may be added within the curbside lane, in lieu of or in addition to adding an amenity zone inside the curb. In addition to adding much-needed spatial definition of the pedestrian space of the frontage, street tree rows can help calm traffic speeds and offer opportunities for stormwater management facilities within such planters. See examples on the pages to follow.
- **Dining "Parklets"** may be inserted into the curbside zone in most of these scenarios, where appropriate.

For Arterial or Major Collector Streets that have 2 or 3 travel lanes each direction, and vehicular speeds in the 35 to 50 MPH range, additional strategies and improvements are needed to create safe, comfortable, useful active frontages. The private frontages of retail, residential or office frontages are essentially the same as they are on smaller local streets, but the public frontages must be more extensively retrofitted and recalibrated to render them "activatable."

To achieve this environment, three broad "types" of retrofits are described on the pages to follow, those retrofit types include:

- I. "Bulb-Out" Curbside and Amenity Zone: Where lane reductions in some form can make a curbside parking lane possible, it is often a good design strategy to add curb extensions - or bulb-outs - to protect add landscaped areas at the ends of new parking lanes to alert motorists to the presence of on-street parking and provide a degree of protection for parked cars. See I. Bulb-Out Type on the pages to follow.
- II. "Bulb-In" Curbside and Amenity Zone: On streets where lane reductions to free up land for a Curbside Zone are not practical, the curbs can be moved into private property to provide such a zone, along with a sidewalk and potentially also an Amenity/Landscape Zone. This strategy can be applied where vacant parcels or large parking lots are being repurposed, and can also be applied where there are existing "pad buildings" near the street. In the latter case, the new on-street parking and pedestrian access can provide new opportunities for such buildings and businesses to face and take access from the major street rather than parking lots. See II. Bulb-In Type on the pages to follow.
- III. Frontage Lane: in some cases, a new frontage-lane (a low-speed vehicular lane adjacent to a higher speed major street) is added to the edge of a high-volume street/corridor to provide a highly-valuable public frontage environment that is attractive to and appropriate to the intended ground floor use of the buildings fronting it.. See III. Frontage Lane Type on the pages to follow.
- IV. Adding Curbside Parking: Depending on context, curbside parking - recommended for most active frontages - may be added to existing streets via any of the three strategies above. See IV. Adding Curbside Parking on the pages to follow.

For Parking Lots: Part 3 of this Toolkit provides additional strategies for improved activation of many of our existing (suburban) shopping centers where shops are disconnected from the street/public realm by large surface parking lots. In these cases, strategies for extending the public realm environment into the site to reconnect building frontages to pedestrians not arriving by car are provided. See Section 3C. "Parking Lot Retrofits"



Example of an amenity-rich commercial/retail frontage in a mixed-use district.



Frontage Lane provides a high-quality and safe public frontage off of a busy corridor.



Convenient curbside customer parking is a valuable amenity for businesses.

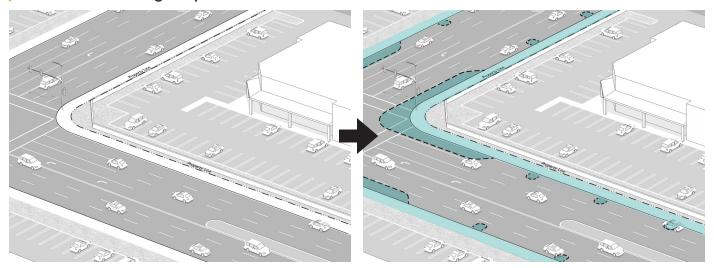
I. BULB-OUT TYPE

Based as they were on prevailing auto-centric engineering standards of the mid to late 20th Century, the curb-to-curb vehicular way within many of Rancho Cucamonga's streets are wider than necessary to accommodate existing and projected vehicular volumes. In some cased an entire travel lane may be repurposed for one or more of a Curbside Zone, Bike Lane or Transit Lane, and on streets where the number of vehicular travel lanes must retained to ensure adequate traffic flows, the widths of many lanes may be reduces somewhat, which has been shown in many cases to moderate vehicular speeds with little or no reduction (and in some cases, counter-intuitively, an increase) in its capacity as measured in vehicles per hour.

So based on the time-tested value of efficiency and thrift, wherever it is possible to simply re-allocate existing built streets to rebalance modes to favor active frontages, this is by far the preferred strategy. Key considerations in implementing the strategy include:

Through consultation with a developer proposing new buildings along an existing street, the City will determine whether it is possible and desirable to reconfigure existing lanes within a sufficient segment of that street to make available space for a Curbside Lane.

- In reaching such a determination, the City will consider whether that street has been designated as a Transit-Priority or Bicycle-Priority Street, and/or whether improved medians related to potential new signalized intersections may be desirable. The provision of such facilities of corridor-wide value and significance would take priority over assigning existing public right of way or use as a Bulb-Out Curbside Zone for any one property..
- + Working together, the City and developer will determining the appropriate location and extent and depth of the Bulb-Outs, in relation to proposed development, existing and proposed cross-streets, potential new transit stops, and access to existing and potential future development on adjoining parcels.
- In some cases, in order to provide an adequate Amenity Zone and tree plantings, the developer may be required to reconstruct the sidewalk partially or entirely within the front strip of the private parcel, and/or to construct tree planters within the Bulb-Out Curb Zone.
- In some cases the Bulb-Out Curb Zone may be made deep enough to accommodate a bus stop, in which case it would also be deep enough to provide a car door buffer between parking spaces and vehicular travel lanes. Such a buffer may also be required regardless of the presence of a potential bus stop, based on the City's assessment of vehicular speeds and volumes and hence the reality and perception of safety in parking along that street..



"Bulb-Out" Frontage Improvements

Bulb-out parking extends the curb into a travel lane, thereby reducing a lane to create on-street parking



On-street parking can be angled or parallel



Bulbed extensions at mid-block crossing



Parking lane planter



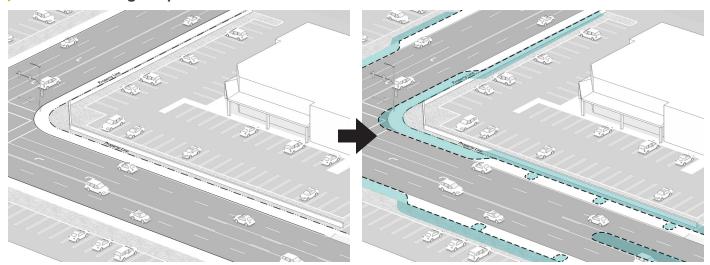
Parking lane planter and permeable paving in parking lane

II. BULB-IN TYPE

On streets where no Curbside Zone is present, where the City has determined that the number and widths of travel lanes cannot be reduced to free up enough space for a Curbside Zone, the curbline may be "bulbed-into" the adjoining property to provide a Curb Zone, Amenity Zone and Sidewalk at the time if its development or redevelopment. Key considerations in implementing this strategy include:

In most cases, the entire new Curbside Zone, Amenity Zone, and sidewalk assembly will be constructed behind the existing curb and will encroach into the front portion of the private property, thus providing new and enhanced access and visibility to the property owner.

- Working together, the City and developer will determining the appropriate location, extent and depth of the Bulb-In Curbside Zone assembly, in relation to proposed development, to existing and proposed cross-streets, to potential new transit stops. Access to existing and potential future development on adjoining parcels may also be taken into account.
- In some cases the City may require that a Bulb-In Curb Zone be made deep enough to accommodate a bus stop, in which case it would also be deep enough to provide a car door buffer between parking spaces and vehicular travel lanes. Such a buffer may also be required regardless of the presence of a potential bus stop, based on the City's assessment of vehicular speeds and volumes and hence the reality and perception of safety in parking along that street.
- + In order to provide an adequate Amenity Zone and tree plantings, the developer may be required to reconstruct the sidewalk partially or entirely within the front strip of the private parcel, and/or to construct tree planters within the Bulb-Out Curb Zone.



Bulb-In Frontage Improvements

Bulb-in parking cuts into the existing sidewalk to create on-street parking and may extend the sidewalk into private property



Transit stop at bulbed corner



Parallel parking in front of shops



Bulbed corners improve crossings for pedestrians



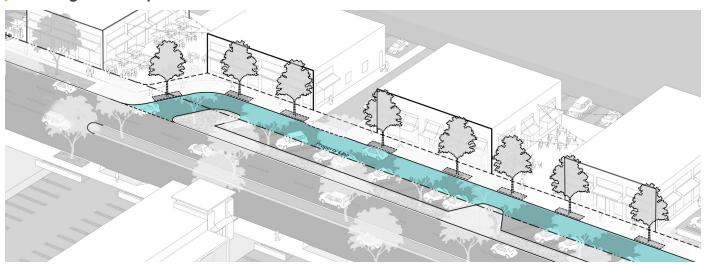
Storm infiltration system in bulbed corner

III. FRONTAGE LANE TYPE

On streets where no Curbside Zone is present, where the City has determined that the number and widths of travel lanes cannot be reduced to free up space for a Curbside Zone, and where the City determines that due to vehicular speeds and volumes on that street a safe and comfortable Curbside Zone cannot be provided immediately adjacent to vehicular travel lanes, a Frontage Lane - also known as a Side Access Lane - may be required to provide low speed vehicular access and parking along the building frontages. Side access lanes were and are common along the edges of that classic "boulevards" of great American and European cities, providing a comfortable pedestrian environment adjacent to major crosstown thoroughfares. They may equally be seen as "front parking lots" that look more like part of an important street than "parking lots" in front of the buildings. Key considerations in implementing this strategy include:

As illustrated to the right, a Frontage Lane is a low-speed, one-way roadway, separated from the main thoroughfare by a median/planting strip, with parking on one or both sides. Parking may be parallel or angled, up to 90 degrees. As with all other Active Public Frontage types, the Frontage lane is adjoined by an Amenity Zone and comfortable sidewalks.

- + Street tree rows are required within the Amenity Zone and the median/planting strip.
- + In many cases a Bike Lane or Transit Lane may run adjacent to the curbline of the primary thoroughfare, since the Curbside Zone and Sidewalk functions are accommodated within the Side Access Lane.
- Obviously, this configuration requires that buildings be set back farther from the main thoroughfare than in the case of Bulb-In Parking, but the ground floor uses within those buildings are provided with a higher quality parking and pedestrian experience, and in many cases would be set back no more than existing buildings.
- And is select cases where the City determines that the number and width of travel lanes may be reduced, it may prove possible to construct Frontage Lanes outward into the existing streets, encroaching less or not at all into the private properties adjacent.
- Where Frontage Lanes are constructed along Transit-Priority streets, the City - in coordination with developers and Omnitrans - may incorporate bus stops into the median/planting strip or along the curbs within the Frontage Lane to provide very convenient rider access to a high-quality, active pedestrian environment and adjoining businesses and other uses.



Frontage Lane Improvements

A frontage lane provides convenient parking and access to shops and businesses along highly trafficked major corridors.



Frontage lane with angled parking adjacent to sidewalk



Transit stop in median between frontage lane and travel lanes



Street trees and parked cars provide physical and visual buffer from vehicular traffic for pedestrians



Frontage lane with raised crosswalk slows traffic, especially at intersections



"Clear-View" (back-in) angled parking



Parking lane planter and permeable paving

IV. ADDING ON-STREET PARKING

On-street parking provides motorists with convenient access to street adjacent uses, valuable vary convenient parking for local businesses, and visitor parking for residences. Such parking—whether on the street itself, in frontage lanes—is also critically important to supporting development that face new buildings toward the street rather than toward parking lots in rear.

The presence of on-street parking also tends to reduce traffic speeds and provides a valuable buffer between the car traffic and pedestrians. Onstreet parking is particularly advantageous in corridor environments with ground-floor retail as it creates a more comfortable and safer environment for walking, dining, and shopping, thereby encouraging active use of the public realm and adding value to the street adjacent properties.

Key Considerations for On-Street Parking

- Depending on traffic speeds and volumes, allowing for a "car door buffer" between the parked car and moving traffic can be very useful.
 While on-street parking spaces are nominally 8 feet wide, it may be appropriate to provide a striped buffer of 2 to 3 feet as well.
- Where angled parking is feasible, reverse-angled design (or "Clear-View Parking") is proven to be much safer than conventional head-in parking, especially on streets where bicyclists are expected.
- + In retail environments, on-street parking must be managed so that there is always a space or two open per block. If managed by pricing, revenue can be used for improvements and maintenance in that area.
- + Permeable pavement in the parking spaces can provide a visual distinction from travel lanes and reduce stormwater runoff.
- + Planters at intervals between 2 to 4 parking spaces can to accommodate utility poles, trees, and additional stormwater facilities.
- Accommodate bikes wherever possible. These may be buffered/ protected lanes or, in some cases, in shared vehicular and bike lanes (sharrows) where vehicular speeds are low.

On-street parking can be added to existing streets in the following ways depending on existing conditions, implementation feasibility, and the desired corridor environment.

Bulb-Out Parking

Bulb-out parking is created by converting a travel lane into on-street parking and extending curbs in key locations to define and protect the parking lane from moving traffic. In some cases—due to the great width of some existing thoroughfares—it is also possible to add a buffered bike lane between the parking lane and moving traffic. With or without a bike lane, such a reconfiguration reduces the effective street width, visually and physically narrowing the roadway, which helps to moderate driving speeds and to reduce pedestrian crossing distances and times at intersections. Parking can be parallel or angled depending on traffic speed and volume.

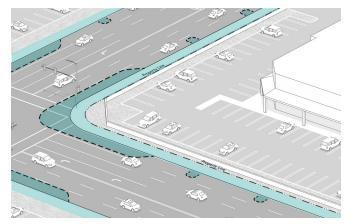
Bulb-In Parking

Bulb-in parking repurposes the existing public frontage area, typically the sidewalk, to create on-street parking and provides a new sidewalk and amenity zone within the adjoining private property, effectively extending the public frontage. There is typically no reduction in travel lanes. The new streetscape provides improved access and visibility which can provide significant new value to property owners. Parking can be parallel or angled depending on traffic speed and volume.

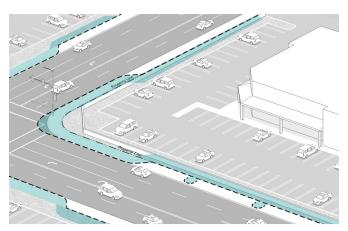
Frontage Lane

Also referred to as a side access lane, a frontage lane is a one-way travel lane that runs parallel to a higher-speed road. Frontage lanes are most appropriate for major mixed-use corridors with higher traffic volumes. Storefronts along frontage lanes can benefit from excellent visibility and access from the street. Parking can be parallel or angled on one or both sides of the frontage lane. The street parking, trees, and slower speed along the frontage lane provide for a more comfortable and safe pedestrian environment.

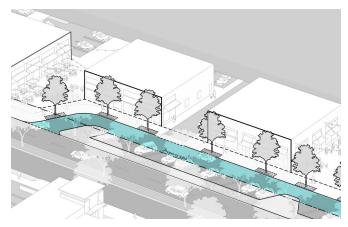
The design and configuration of a frontage lane will depend on the available space, terrain, and traffic conditions at entry and exit points.



Bulb-out parking extends the curb into a travel lane, thereby reducing a lane to create on-street parking



Bulb-in parking cuts into the existing sidewalk to create parking and may extend the sidewalk into private property



A frontage lane provides convenient parking and access to shops and businesses along highly trafficked major corridors

2B. APPLYING ADDITIONAL IMPROVEMENTS

I. ADDING CROSSWALKS AND SIGNALIZED INTERSECTIONS

Crosswalks are essential elements of complete pedestrian networks, at every street intersection, and where safe also mid-block. Many major streets—designed to carry large volumes of vehicles at relatively high speeds to "connect" the community—end up being barriers to active transportation and to convenient access to many parcels because of the wide spacing of intersections and consequent scarcity of safe, convenient, and comfortable pedestrian crossings.

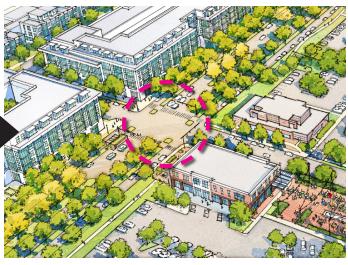
As many of the city's corridors evolve toward places where people walk, bike, shop, and gather as a community, it is critically important that these large streets become much more "crossable" by pedestrians, bicyclists, and even motorists who simply want to go a short distance to a destination on the other side of the street. Accordingly, as large parcels of land along major streets are subdivided into smaller blocks accessed by new streets, many of the new streets of this more complete network must cross existing arterials and large collector streets to enable all-mode connectivity between neighborhoods, centers and districts.

More closely spaced intersections will also help moderate the average speed of car traffic, while drastically increasing the effective connectivity of a place for those who seek to access amenities and visit friends along the corridor rather than just driving by. Strategies that can contribute to improved "crossability" as new signalized intersections are created include:.

- + Insert landscape medians with low shrubs near crossings
- + Introduce "medianettes" with pedestrian refuges at selected crossings
- + Extend (bulbout) corners of intersection sidewalks to reduce pedestrian crossing distance and accommodate access ramps
- + Design crosswalks with high visibility enhancements, including advance or in-street warning signage, overhead lighting, refuge island, and high-visibility markings, such as zebra style crosswalks
- + Restrict parking on the crosswalk approach
- Plant strong street tree rows within medians to further define and shade the space of wide streets, along with pedestrian crossing refuges where appropriate.
- + Within Transit-Priority Streets, dedicated bus rapid transit (BRT) or light rail transit (LRT) guideways and tracks may be located within medians.



New signalized intersection needed



New signalized intersection added



Landscaped median with shorter left turn pockets



Bulbed-out corners



Mid-block crossing with zebra style crosswalk



Crosswalk with median refuge



Neighborhood Streets provide opportunities for circulation and recreation to residents.

II. NEIGHBORHOOD STREET RETROFITS

Neighborhood streets are spaces of the public realm that residents experience most frequently. They also define the "location" and "curb appeal" of each residence and are thus foundational to property value and neighborhood lifestyle.

It is of course vitally important that neighborhood streets provide safe mobility and access for people of all ages, physical abilities, and modes of travel. In addition to providing safe and comfortable all-mode access to homes, neighborhood streets should be designed as places where children play, and neighbors meet and interact as a community. As has become even more evident during the pandemic, the opportunity to walk out of one's front door and immediately enter a comfortable and attractive walking, biking and socializing environment is an invaluable amenity.

The following sections present design strategies that can improve the safety, comfort, appearance, and usability of any street, and all can be applied to neighborhood streets. Many of these strategies help to calm traffic, improve walking and biking routes, and help make these streets very attractive and useful public spaces. Implementation of the design strategies presented in this section will require careful consideration of physical constraints, street function, safety, and of course engagement with neighborhood residents and property owners.-



Typical Existing Conditions: On left, Malachite Ave in the southwest part of the City. On right, Blue Gum Drive in the northeast part of the City. Neighborhood streets vary in size, traffic volumes and speeds, and curbside parking needs; improvements will also vary.



With slower vehicular traffic speeds, comfortable walking and biking routes, and nice landscaping, neighborhood streets can become "the living rooms of the neighborhood", providing places for social interaction, play and recreation..



Buffered bike lane next to curbside parking.



Existing Bike Lane on Highland Ave is not well protected from vehicular traffic. This could be improved with a buffer.

III. TRAFFIC CALMING & PLACE MAKING

The following urban design strategies - noted above and described and illustrated in a bit more detail here - are applicable throughout Rancho Cucamonga's street network and public realm, some particularly suitable for improving the safety, comfort and appearance of neighborhood streets.

The Value of Trees

Planting strong rows of street trees is perhaps the simplest way to improve the quality of the environment on any street. Street trees help to define the space of the street as an "outdoor room of the community", and have a "visual narrowing" effect, which increases pedestrian comfort and moderates driving speeds. In Rancho Cucamonga's increasingly hot, dry, windy and unpredictable climate the shading and wind-buffering effect of a robust urban tree canopy can radically transform the microclimates and human comfort of our streets. Not to mention the beauty of trees themselves, and the filtered sunlight beneath them that generates pleasant places for people to walk, shop, and just spend time out in public with friends and family. The principles below should be followed when adding trees in medians and along the edge of streets.

- Design the parkway space with sufficient width for the desired tree type—not the other way around.
- Although there are many consideration on tree types that depend on the specific context, they should generally be as tall and full as possible.
- Street trees in the amenity zone should be distanced far enough away from the building to shape an open and comfortable pedestrian space. This also visually "narrows" streets that feel too wide and exposed. Additional trees in a center median may be needed to achieve this on especially-wide streets.
- + To the extent possible, each street, or segment of street, should be consistent in its regularity and species of trees.



Improved street environment with the addition of street trees in median, parking lane planters, and along sidewalk



Large canopy trees provide shade and frame the streetscape



Center median with strong tree rows



Parking lane planter



Regularly spaced trees contribute to an attractive streetscape



Shade provided by street trees helps create a more comfortable pedestrian environment

Add Trees Along Street Edges

Adding trees to streets contributes both to traffic calming and to improving the look and comfort of walking environments in and around neighborhoods. Trees can be added to various locations within the streetscape to visually narrow the roadway, which moderates driving speeds, and, if the canopies are large enough, they can provide shade and wind protection on sidewalks.

- + **Parking lane planters.** Where there is on-street parking, small planters with or without curbs can be constructed in between parking spaces. In addition to providing shade to the parking lane and sidewalk, this reduces the wide appearance of streets that have on-street parking.
- Continuous planting strip. A four to six foot wide planting strip between the sidewalk and the street provides space for trees that can shade the sidewalk and part of the roadway. Where possible, instead of creating street tree square planters, as is often done in urban locations, allowing the planting strip to continue uninterrupted is advantageous in neighborhoods because it provides more space for landscaping and is better for stormwater management.
- + Add medianettes. Trees can also be added into the roadway in medianettes. See the next section.



Parking lane planters bring trees closer into the roadway, narrowing the look of the street, encouraging drivers to move at more careful speeds.



Parking lane planters can be a continuation of the sidewalk curb, or be constructed separate from the curb.



Wide, continuous planting strip allows for frequently spaced large trees with large canopies, providing lots of shade.

Add Trees in Medianettes

Small medians can be added to calm traffic and provide another location for landscaping and street trees. Adding medianettes depends on the width of the roadway and travel lanes. Where there are already center turn lanes, medianettes can be added in a manner that still allows adequate spacing for required left turn access. However, even streets with no center turn lane can reconfigure wide lanes to host 5' wide medianettes (large enough for trees).

- + **Collector Streets.** Collector streets tend to be have high speed traffic, and often do not require curbside parking. Where roadway width allows, medians could calm traffic. This would be especially important on collector streets that have bike lanes.
- + House-fronting Streets. Streets with house fronts benefit from the medianette's ability to slow down traffic and add trees to streetscape.



Where there are large roadways and curbside parking, medianettes can be designed in conjunction with parking lane planters.



Lemon Ave, which has house fronts, is a wide roadway, allowing cars to speed freely. Introducing medianettes is one way to encourage cars to drive more slowly and carefully through this neighborhood, in addition to improving the environmental quality.



Street Retrofit: Lanes are narrowed and reconfigured, where street width allows, to accommodate the installation of medianettes with street trees and landscaping. This contributes to a more comfortable and attractive environment for all users—pedestrians, cyclists, and motorists.

Add Lighting

Lighting is an important part of pedestrian safety and comfort. Well-placed lighting ensures that public areas are still accessible after dark and that motorists can see pedestrians on sidewalks and at intersections. This is most important on collector streets that are not fronted by houses, where residential lights do not provide any illumination, and wherever there are potential traffic conflicts between pedestrians, bikes, and cars, such as crosswalks. The appropriateness of lighting on streets is also determined by neighborhood character - some rural streets may not require pedestrian lighting. It is essential that lighting produces a minimum amount of glare and light pollution as well as creating an inviting environment.

- Pedestrian scale. In addition to lighting oriented to the roadway, lighting should be oriented toward sidewalks, illuminating walking paths. Pedestrian scale lights can be added to street lights, or shorter luminaires can be provided near sidewalks within landscaping.
- + Intersection corners and crosswalks. Providing lighting at the arrival points of crosswalks creates safer conditions because cars can see pedestrians approaching sidewalks and bicycles approaching intersections.

Add Safe Pedestrian Crossings

This topic is addressed above in the Add Signalized Intersections in the context of existing major thoroughfares. In neighborhood streets with wider crossings (generally > 40 feet), or higher traffic volumes and speeds (generally > 25 mph), the following are examples of strategies for enhancing the safety and comfort of pedestrian crosswalks.

- + **Curb Extensions.** Wherever there is on-street parking, the curbs at intersections (where parking is no longer allowed) can be extended to provide a shorter crossing distance for pedestrians.
- Mid-block Bulbouts. In the same manner as curb extensions, bulbouts can be constructed around crosswalks to shorten crossing distances. These also visually narrow the roadway.
- Raised crosswalks/speed tables. Raising a crosswalk at an intersection necessarily slows vehicle speeds.



Pedestrian scale lights as freestanding or part of street lights.



Mid-block crossing with a medianette pedestrian refuge.



A mid-block bulbout protecting a pedestrian crossing.



A raised crosswalk, also known as a speed table.

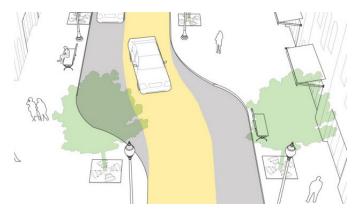
Add Chicanes

Chicanes are a form of traffic calming that utilize offset curb extensions or other barriers to vehicular travel to redirect lanes. These can be used on neighborhood streets with a variety of widths to significantly slow traffic speeds. Chicanes can also be created by alternating on-street parking.

- Alternating Curb extensions. Medianettes can be added on the sides of street as curb extensions, providing more room for landscaping on neighborhood streets. When constructed as a retrofit, these medianettes are often separated from the gutter to allow drainage. Where there are bike lanes, medianettes can be separated from the sidewalk curb with enough distance to allow a bike to pass, improving safe passage for bikes.
- Alternating Parking. On streets with some onstreet parking, the parking provided can switch from one side to the other, shifting travel lanes. This can be reinforced with some physical barriers such as curbs and landscaping.

Add Mini Roundabouts

Mini-Roundabouts, as defined by NACTO, can be added to most intersections and may replace stop signs or traffic signals, providing significant safety and environmental benefits. Motorists must slow down to navigate around a physical island, without stopping. Accordingly, as is often possible with travel lane width reductions, such roundabouts offer the multiple and counterintuitive benefits of increased traffic capacity; reduced travel time, environmental noise and GHG emissions; and significant enhancements to pedestrian, bicycle and motorist safety.



Chicane (NACTO)



Chicane on a neighborhood street



Chicane with medianettes.





Mini Roundabout

Mini Roundabout

2C. APPLYING TRANSIT & BIKE IMPROVEMENTS

I. TRANSIT PRIORITY STREET RETROFITS

Providing safe, convenient and comfortable access to transit is essential to rebalancing travel modes and creating a street environment that equitably serves the needs of users of all ages and abilities. The Vision Diagram, shown in Volumes 1 & 2 of this Plan, illustrates a framework for multimodal access throughout the city and identifies "Transit Priority Streets" to enhance transit mobility and access. In particular, Foothill Boulevard and Haven Avenue are identified in the Mobility Chapter, in Volume 2, as boulevards "that 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."

This section provides design strategies for transit priority streets to better accommodate transit service and provide high-quality amenities and improved streetscape for people who walk and take transit. Implementation of the design strategies presented in this section will require thoughtful consideration of surrounding land use context and characteristics—both current and expected. It will also require coordination with adjacent development as well as collaboration and coordination between City departments and relevant transit agencies, especially when designing within a limited right-of-way.

There are generally three broad strategies for integrating transit, whether as improvements to streets with existing transit or as a new major infrastructure improvement. The following options for adding transit are described in detail on the following pages.

- + Peak-Hour Bus Lane
- + Bus-Priority Frontage Lane
- + Center-Running Transit Lane

In conjunction with the improvements for the options above, transit stop location should consider the physical and operational context of the street and transit route. In general, transit stops can be located on the near side or far side of the intersection, or at midblock. Near side stops allow riders to board and alight while stopped at a red light and provides the shortest distance from the intersection crosswalk. Far side stops improve pedestrian safety when riders use the crosswalk behind the bus and allows other cars to use the right lane at intersection approaches. Midblock stops provide avoid vehicle queuing that may occur at intersections. Far side stops are the most common but near side and midblock stop locations should also be considered based on site conditions and other transit criteria.

Peak-Hour Bus Lane

A peak-hour bus lane provides a dedicated lane for bus travel during peak hours, typically between 7am-9am and 4pm-7pm, thereby increasing the efficiency of transit service during peak travel times. Peak-hour bus lanes are typically placed in the outer travel lane on major streets with heavy transit ridership.

Peak-hour bus lanes should be installed with bus pads, appropriate signage, and pavement markings. If the appropriate width for a bicycle lane is not feasible alongside a peak-hour bus lane, the lane may be designed as a shared bike-bus lane.

On-street parking, where available, is prohibited during peak hours. Where possible, the bus lane may be "offset" by a parking lane so that on-street parking is not restricted. Bus bulbs, where the sidewalk is extended to accommodate a curbside bus stop, should be installed in conjunction with offset lanes.



Peak-hour bus lanes may be integrated in streets with or without frontage lanes.



Red paint delineates and reinforces the lane for bus use only



Bus bulb with transit shelter and amenities



Bus lane signage



Shared bus-bike lane



Shared bus-bike lane

Bus-Priority Frontage Lane

Where frontage lanes are present, the bus may enter it via slip lanes from the main travel-way to access bus stops on the sidewalk. For that segment of the frontage lane, the bus takes priority. A buspriority frontage lane avoids having passengers cross the frontage lane when getting to/from a median boarding island. It also preserves roadway traffic capacity as the bus does not stop in a primary travel lane. A slight variation of this option is to locate the bus stop before the entry to a frontage lane so the bus does not travel in the frontage lane.

Bus pads, appropriate signage, and pavement markings should be installed for bus-priority segments. Entry slip lanes should be limited access for buses only and, where possible, be of sufficient width to accommodate a bus waiting to slip into the frontage lane.



Bus stop in frontage lane



Bus traveling along frontage lane



Bus priority frontage lane



Entry to frontage lane



Midblock entry to frontage lane

Center-Running Transit Lane

Dedicated lanes down the center of streets enhance efficiency for bus travel along major corridors and may also accommodate bus rapid transit (BRT), streetcar, and light rail (LRT). Transit lanes can be separated from other travel lanes by striping or a median. In either case, transit stops are located on median boarding islands. Left turn lanes can also be accommodated in the median and should be provided with a protected turn signal.

Center-running transit lanes should be installed with bus pads, appropriate signage, and pavement markings. Median boarding islands should be placed in close proximity to safe, signalized crosswalks and with sufficient queuing space for buses. Boarding islands should be a raised platform with a ramp for greater accessibility and include an enclosure or barrier separating waiting passengers from moving traffic.



Center-running bus lanes with medians that accommodate transit stops and left turn lanes.



Barrier and shade structure at median boarding island

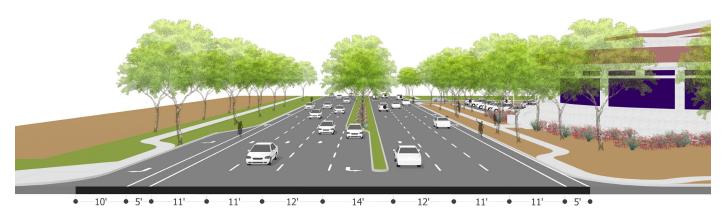


Center-running bus lanes

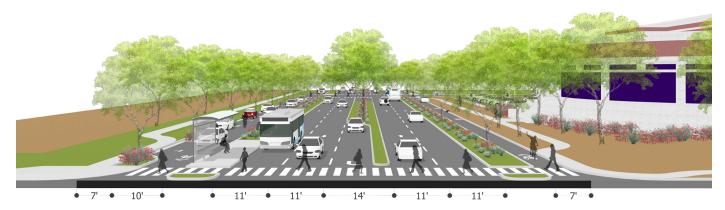


Striped median busway with raised platform bus stop

FIGURE PT-7 EXAMPLE SCENARIO: HAVEN AVENUE TRANSFORMATION



Typical Existing Condition: Narrow sidewalk directly lining 7-lane street with existing buildings set far back.



Phase 1: Reconfigure existing street, either by reducing travel lane widths or the number of travel lanes, to accommodate appropriate public realm dimensions. Introduce frontage lane with on-street parking where adjacent development is expected. Provide protected bike lane in-lieu of frontage lane in the short term.



Phase 2: Enhance existing sidewalk and provide new street trees and landscaping, if not already installed, to create an appropriately, safe, attractive and comfortable public frontage environment to support new street fronting commercial buildings.



FIGURE PT-7 EXAMPLE SCENARIO: HAVEN AVENUE TRANSFORMATION (cont'd)

Phase 3: Convert protected bike lane into frontage lane with new curbside parking, street trees, landscaping, and enhanced sidewalk with the development of new street fronting commercial buildings.



Alternative Frontage Lane Configuration: Curbside parking may be placed along the median to allow bulbouts near intersections. The bulbouts provide additional space for median refuge and for transit stops at median boarding islands.



Caption

II. BIKE PRIORITY STREET RETROFITS

As illustrated in the Vision Diagram of this General Plan, shown in Volumes 1 & 2, "Bike Priority Streets" are identified throughout the city as part of the framework for multi-modal network connectivity. This section provides design strategies for bike priority streets to better accommodate bicyclists with improved bicycle infrastructure and amenities. Implementation of the design strategies presented in this section will require careful consideration of physical constraints, street configuration, and design speed.

Bike priority streets should be designed to encourage safer vehicle speeds, fewer collisions, and a pedestrian- and bicycle-friendly environment. Adding dedicated bike lanes is a simple way to slow traffic while providing cyclists with a safe space for travel between destinations as they allow riders to travel at speeds appropriate to bicyclists rather than moving traffic.

There are generally two strategies for retrofitting streets to accommodate bike lanes of various types. The two strategies can be used in conjunction to optimize the use of the street right-of-way and create a more safe, comfortable, and attractive environment for all users—pedestrians, cyclists, and motorists.

- + Lane Reconfiguration. Streets can be reconfigured to accommodate a bike lane and other pedestrian- and bicycle-friendly street improvements, such as on-street parking and wider sidewalks, by restriping the roadway. This typically involves reduction in the number of lanes either by converting the outer travel lane or by introducing a center-turn lane.
- Lane Narrowing. Narrowing the width of wider travel lanes (12 feet or wider) can provide space for bike lanes as well as other beneficial street improvements, such as wider sidewalks and landscaped medians and parkways, within existing right-of-way. Narrower lanes provide traffic calming by encouraging slower speeds and reduce the risk of collisions.

In general, travel lanes may be narrowed to 10-11 feet depending on target operating speeds and street context and characteristics. Streets with frequent volumes of larger vehicles, such as trucks and buses should have at minimum one 11-foot wide travel lane in each direction.

The following are some key considerations when adding bike lanes to existing streets through the reallocation of existing street space.

- + Wider bicycle lanes should be considered on streets with heavy bicycle traffic and on streets with steep inclines to allow faster moving cyclists to pass one another.
- Left-side bike lanes should be considered on one-way arterial streets if significant transit service is present on the right-most travel lane.
- + Wider bike lanes should be considered on streets with steep inclines

- + On streets with bike lanes, consider using parallel parking spaces as buffer to protect the bike lanes.
- + Consider painting a striped buffer between the bike lane and parking lane to reduce the risk of conflict and "dooring" collisions with bicyclists.



Typical Existing Condition: Wide travel lanes, especially the outer lane, with minimal bike lane space



Street Retrofit: Lanes are narrowed and reconfigured to accommodate protected bike lanes and on-street parking. The installation of parklets and median with street trees and landscaping further improves the streetscape to create a comfortable and attractive environment for all users—pedestrians, cyclists, and motorists.

Bike Lane Types and Applications

In a city as large as Rancho Cucamonga, with a great deal of reasonably level terrain, and fair weather a great deal of the year, extending safe and comfortable bike routes into as many streets, neighborhoods, corridors, centers and districts as possible will be a very high value amenity for residents, workers, and the environment.

Bicycle facility types and the recommended applications and contexts for each are described in detail in the standards and guidelines promulgated by the National Association of City Transportation Officials (NACTO), and the Mobility chapter of this Plan further addresses the future bicycle network within the City's street network. The City's Trails Master Plan defines the currently planned off-street facilities throughout the city, and should be updated based on the policies of this Plan. Accordingly, this discussion focuses on recommendations for integrating NACTOcompliance facilities into the Street Types and Place Types of the General Plan.

- + Shared Lanes (NACTO Class 3) are bicycle "routes", marked with signage and pavement markings, in which bicycles share lanes with motorized vehicles. Such routes are limited to relatively low speed, low volume streets, including most Neighborhood streets as well as many local streets within Centers, Corridors and some Districts.
- Striped Lanes (NACTO Class 2) are dedicated one-way bike lanes, marked with pain striping to the right of the rightmost vehicular lane. Such lanes are provided where Class 3 lanes are deemed to be unsafe and/or where street width allows. Where on-street parking is provided, car door buffers are recommended, see following.
- Striped Buffered Lanes (NACTO Class 2) are dedicated one-way bike lanes, with striped buffers on one or both sides. Buffers to the left of the cyclists help improved cyclist safety and comfort (although by State law motorists provide cyclists with 3 feet of clearance when passing in all cases and are recommended on higher-speed, higher-volume streets where roadway width allows. As noted above, car door buffers are also recommended where bike lanes are adjacent to curbside zones with on-street parking.
- Protected Lanes (NACTO Class 4), sometimes also referred to as "Cycle Tracks," are a newer type in which a physical barrier—curbs and/ or bollards—separate a bike lane from vehicular lanes. Such facilities are ideal for higher-speed, higher-volume major thoroughfares, and may be one-way or two-way, depending on the street and Place Type context.
- Off-Street Lanes (NACTO Class 1) are provided within public open spaces, include broad greenways along selected street and within the City's extensive, and growing, network of trails and greenways within public utility easements.



Striped bike lane



Buffered bike lane



Protected bike lane



Typical right turn lane transitions



Bike boxes at intersections (NACTO)



Bike lane between curb and parking



Bike lane along walk zone

2D. CREATING NEW STREETS & PUBLIC SPACES

I. NEW STREETS WITHIN CORRIDORS, CENTERS AND DISTRICTS

As large vacant parcels along major corridors are developed and redeveloped, a more complete network of complete streets will be extended into them that provide high quality all-mode access to new higher intensity, more active, mixed-use development, all of which will have the types of active frontages defined in Section 1, above.

These new streets will almost invariably have one travel lane in each direction—with or without center turn lanes and medians—providing them with comfortable curbside zones, amenity zones and sidewalks that are appropriate to their ground floor uses. As currently vacant sites, all streets will be constructed anew. For existing commercial centers in transition, some streets may be retrofits of existing major access drives, and many will simply be new. Key attributes of such streets include:

One Travel Lane Each Direction. This manages vehicular speeds, moderates pedestrian crossing distances, and helps to make the width of the street space—as measured from building face to building face—a reasonably human scale "outdoor room." In some cases medians are helpful to control left turn movements as one exits a major corridor, and to provide left turn lanes where needed.



FIGURE PT-8 COMMERCIAL STREET WITH DIAGONAL PARKING

- + Curbside Parking. Along commercial/retail frontages, customer parking—parallel or angled—is very important in enabling some customers to park right in front of shops and restaurants and gracefully become pedestrians within the public realm. Parallel guest parking along residential frontages is a valuable amenity and convenience. In all cases the parking provides an important buffer between pedestrians and moving traffic, although some curbside zones may be reserved for pick-up and drop-off functions.
- Amenity Zone and Street Trees. The amenity zone provides valuable opportunities for street trees and other landscaping; for bike racks, trash recepticals, street lights and perhaps parking meters; and in some cases for outdoor dining or other furniture to make spaces in which it is comfortable linger and spend time with friends and family. Landscaping is prioritized along residential frontages to provide another layer of privacy for residents.
- + **Sidewalks.** These are described in some detail in Section 1, above, but in general sidewalks along commercial frontages are wider than along residential frontages.
- + Intersections and Crosswalks. All intersections must have very comfortable wide, short crosswalks, and in this environment mid-block crosswalks are both very desirable and quite practical.



FIGURE PT-9 RESIDENTIAL STREET WITH BIKE LANE & PARALLEL PARKING

II. OTHER PUBLIC OPEN SPACES WITHIN CORRIDORS, CENTERS AND DISTRICTS

As described and illustrated in Section 3, below, the public realm network within new and redeveloping corridors, centers and districts is comprised of the street network and also non-vehicular open spaces in the form of plazas, courts, squares, greens and parks.

These spaces are to be measured more in terms of quality than quantity. Most are not intended to function as typical suburban parks do, accommodating sports activities as well as "passive recreation. Rather, they are conceived as "the finest outdoor rooms" in the City, with active frontages and human activity lining their edges, as they line the streets, but without the constraints on human activity that streets must impose as they also accommodate cars. All of the Frontage Types defined in Section 1 may directly front such open spaces, with the exact type of open space calibrated to the adjacent ground floor uses. Examples of such fine community open spaces - several of which are already present in Victoria Gardens - include:

- Plazas are small to moderately sized active open spaces best faced by commercial frontages on 2 or more sides. Ground surfaces are predominantly hardscape, tree canopy is provided for shade and spatial definition, and water features and public art are welcome focal points and enhancements. Plazas are ideal for outdoor dining, performances and special events such as farmers markets.
- Squares are typically larger than plazas, usually surrounded on 3 or 4 sides by buildings, including commercial and residential frontages. These frontages would typically open directly to the square on 2 or 3 sides, and across small, very crossable streets on the other sides. The ground surfaces of squares is typically a combination of hardscape and landscape, often including areas of turf or other soft surfaces. Some areas and edges may be designed for outdoor dining or other commercial activity, while others may be designed for informal play and just spending quiet time outdoors.
- Greens are small parks, mostly landscaped with some areas of hardscape or soft non-plant ground surface material. In centers and higher intensity neighborhoods, greens provide ideal play areas for children, sometimes with play equipment and sometimes just with interesting places for them to run around, play hide and seek, and have a picnic with their friends and family. Greens may be surrounding by small, easily crossable streets on 1 to 4 sides.
- + **Paseos/Malls** are linear open spaces acting in large measure as "carless streets". In most cases they are lined with commercial or residential active frontages, but some narrow paseos may simply provide a pedestrian passage/shortcut between the sides of buildings.



Plazas and squares can feature shade and water elements.

A mixed use building fronts this plaza, which has seating, retail kiosks, and a fountain.



Greens can offer a place to site and picnic.



Larger greens can host programmed activities or performances.



This paseo is fronted by residences.



Some paseos provide access between buildings and space to gather.



PART 3. COMPLETING THE COMMUNITY FABRIC

Part 3 of this Toolkit defines and illustrates strategies for extending the active, human-scale public realm network of Rancho Cucamonga—as described in Parts 1 and 2—into large development sites and areas that have not yet been developed, or are undergoing significant market-based change. A central and over-arching intent of the General Plan—as described throughout the Plan, and as implemented through the use of this Toolkit—is that the city's street and open space network seamlessly connect people by all travel modes within and between our City's neighborhoods, centers, corridors and districts. A closely related intention is that all buildings, businesses and residences be provided with active frontages, equitable all-mode access, and unique and valuable addresses that make them an integral and well-connected part of our city.

+ Regulation of Large Sites

Large sites—generally defined as 3 acres and more—that are being developed for the first time or substantially redeveloped present unusual opportunities to extend new active frontages and all-mode access into areas within which these are currently lacking. Many such sites also provide once-in-a-generation opportunities to establish new connections between existing adjoining development and existing major streets, providing current residents with new and expanded mobility choices and multimodal access to new amenities. Accordingly, such large sites will be subject to a "large site permit," with specific submittal requirements and required findings of consistency with the applicable Place Type Designations, Focus Area Plans, zoning standards, and public realm design standards.

+ Large Site Planning Process and Case Studies

Accordingly, this section describes the process by which developers will collaborate with the City to define master plans for large sites that meet the intentions of the applicable Place Type Designation(s), and connects it to the existing street network and adjoining development. Two case studies are provided to illustrate this process as applied to prototypical large sites. Case Study #1 addresses the planning of a large, undeveloped piece of land, while Case Study #2 illustrates the potential redevelopment of one of the oldest shopping centers in the Rancho Cucamonga. The basic patterns and methodologies outlined in these case studies are exemplary of both centers and corridors and can be implemented at various scales throughout the city.

+ Parking Lot Retrofits

While the case studies demonstrate the steps for development or redevelopment of large sites, many existing shopping centers and other commercial uses with large parking lots may be unlikely to change significantly in the near term. Therefore, this final section makes general recommendations for relatively simple enhancements that can improve the appearance and performance of existing shopping centers and the businesses within them.



New development must create new Places, based on the General Plan Place Types. The illustrative example above accomplishes this and is further described in *Volume 2, Chapter 2, Focus Area 3.*



New development must create new Places, based on the General Plan Place Types. The illustrative example above accomplishes this and is further described in *Volume 2, Chapter 2, Focus Area 4.*

STEPS FOR CREATING A DEVELOPMENT FRAMEWORK FOR NEW PORTIONS OF THE CITY

1. Appropriately address context and edge conditions. First assess the Site, its edge conditions, and the development form and character of those contexts. Determine how new development must relate to each edge, consistent with the Place-Type-based intent for the site per Volume 1, Chapter 2 of the General Plan.

2. Establish points of connection. Provide connections to existing streets at regular intervals - and to adjoining existing development wherever possible - to ensure robust all-mode access to and through the site. The minimum intersection density shall be determined according to Policy LC-4.7 of the General Plan, generally including at least 2 intersections per quarter mile along the length of a major corridor, with closer spacings within the site.

3. Connect new streets through the site. Lay out a network of new streets - which may be public or private - linking the points of connection established in Step 2. These primary connections through the site serve to complete and enhance the multi-modal network of the site and context. Their alignment can be configured in a variety of ways to create a beautiful and active public realm network and all-mode access to the planned new development.

4. Create walkable blocks for the planned development types. Complete the public realm network with additional streets, paseos, and open spaces to define blocks that are sized and shaped for walkability and to generate active frontages for all new buildings. In general, blocks should have a perimeter less than 1,500 feet, and not exceeding 2,000 feet. The completed public realm network shall be comprised of public space types per Toolkit Part 2 and beautiful, active, well-calibrated frontages per Toolkit Part 1.

5. Provide alleys within blocks to support the development types and public realm quality. Alleys provide vehicular access for parking and services, enabling streets to be free of garages, driveways, utility equipment and trash collection, allowing the fronts of buildings to be scaled to and welcoming to pedestrians. Alleys carry far less traffic than streets - and at much lower speeds - so they can also provide safe play areas for kids and families to enjoy. Alleys enable a single block to accommodate multiple building types, and to evolve over time without deforming street frontages with additional, redundant vehicular access points.

6. Introduce development that benefits from and supports the public realm framework. New development must activate the established public realm framework in conformance with the intended Place Type and surrounding context. This includes calibrating building forms, frontages, and ground floor uses as described in Part 1. Generally, the most active non-residential frontages—like retail—and the most intense development should be located along and near to major streets, while development of lower scales and intensities should abut existing lower-intensity neighborhoods to generate seamless transitions.

CASE STUDY #1 LARGE UNDEVELOPED SITE

Case Study #1 is a large, undeveloped site at the southwest corner of Foothill Boulevard and Hermosa Avenue. It is located within the "City Corridor - Moderate" General Plan designation. The following page spreads illustrate the process of defining a plan for this site that meets the intent of its designation and connects it appropriately to the surrounding context.



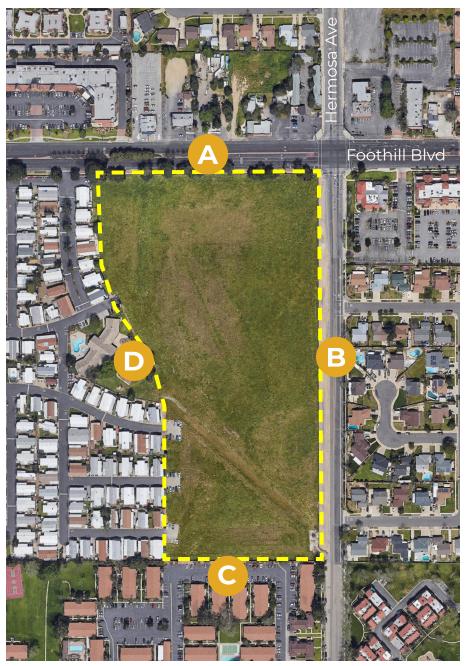
Case Study #1 Site seen from the southwest

STEP 1

APPROPRIATELY ADDRESS THE CONTEXT AND EDGE CONDITIONS

This Site (See Figure 4.3.1) is an undeveloped piece of land bounded by multi-modal corridors to the north and east (A and B), and primarily by existing residential neighborhoods along the west and south edges (C and D).

FIGURE PT-10 CASE STUDY #1 SITE CONTEXT AND EDGE CONDITIONS













A. Foothill Blvd

Foothill Blvd is designated as a multi-modal corridor featuring bike lanes and bus transit. Improvements to the street should be calibrated to the intended development types and per Toolkit Part 2. Based on consultation with City staff, these will likely include improving bike lanes, narrowing excessively wide vehicular lanes, and adding parking on the street or in a frontage lane to support new development.

B. Hermosa Ave

The east edge is Hermosa Ave, which has no public frontage on its west side. Improvements to that street should be made per Toolkit Part 2, likely including new bike lanes, narrowing unnecessarily wide vehicular lanes, and an entirely new public frontage from the travel lanes to new development, including a Curbside Zone with parking, Amenity Zone with street trees, and a comfortably wide sidewalk.

C. Parking lots of adjacent housing

The south edge of the site is lined by a parking lot and the side of one multifamily residential building. New development should treat this as a rear or side condition, and accordingly line it with building sides, backs, and/or alleys.

D. Mobile home park

The west edge comprises sides and backs of mobile homes and private streets/drives that dead end at the site edge. Development should present sides or backs to this edge and make connections - which may be variously pedestrian and bike only or allmost connections - to most dead ends in order to provide a more complete the (see following spread) and direct access from existing residences to the new neighborhood and its amenities. .

STEP 2 ESTABLISH POINTS OF CONNECTION TO THE CONTEXT

Define connections to the context at regular intervals. Minimum intersection density shall be determined according to Policy LC-4.7 of the General Plan. Generally, there be at least 2 intersections per quarter mile along the length of a corridor.

Foothill Blvd

FIGURE PT-11 CASE STUDY #1 NEW POINTS OF CONNECTION

Site Boundary

 Site Boundary

 New Points of Connection

No Street Connection









A. Connect to major corridors.

Connections can be made to major corridors either directly or via frontage roads (see Toolkit Part 2). Where a new street connection is close to an intersection, especially on major corridors such as Foothill Blvd, new connections may provide only right-in, right-out vehicular access.

B. Connect to existing neighborhoods.

Where a high degree of continuity is desired, connect at existing T intersections to create new 4-way intersections. Where a less direct—although still connected—route is appropriate, new streets can be offset from T intersections. Along this Hermosa Ave edge a combination of aligned, 4-way intersections and offset connections may be appropriate..

C. Not all edges warrant street connections.

Parking lots dominate the short south edge of the site. New street connections are not necessary here. Alleys can connect to parking drives to reduce gaps in the street wall, if this can be arranged with adjacent development. Pedestrian/bike connections can also be made here to support the active mobility network.

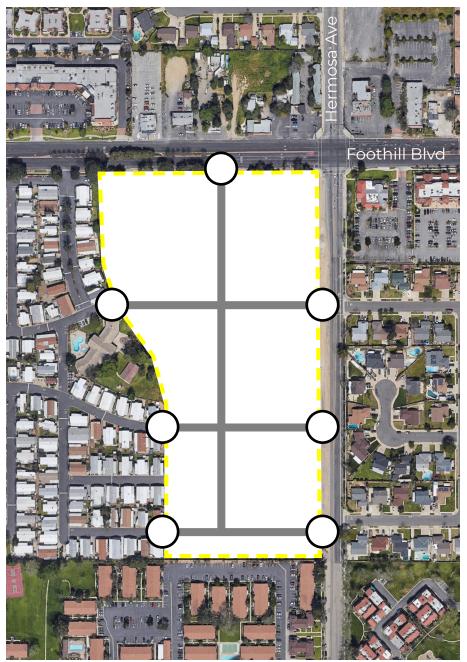
D. Connect to dead ends.

It is typically desirable to connect to streets and paseos that currently form dead ends at the edge of the site. Where vehicular connections are not desired, new connections can be pedestrian paseos with bike access where appropriate. The type and design of such will be planned and designed in coordination with City staff and with the owners and residents of adjoining properties.

STEP 3 CONNECT NEW STREETS THROUGH THE SITE

Within this site, new streets should link the points of connection established in Step 2 in a very straightforward manner. These will be pedestrian-oriented neighborhood streets that provide very safe, comfortable pedestrian routes, and also safe bike routes within shared lanes due to low vehicular speeds.

FIGURE PT-12 CASE STUDY #1 STREETS CONNECT THROUGH THE SITE

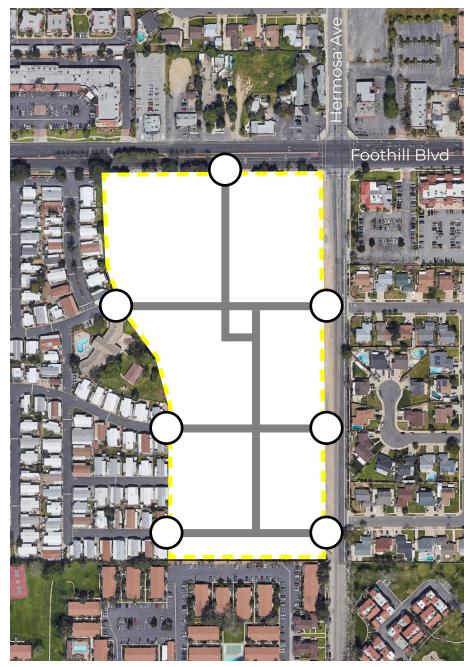


Site Boundary
New Points of Connection
New Street

Flexibility of street alignment

These primary street connections through the site can be configured in a variety of ways. For example, the north-south route could be offset in order to create a 'pin-wheel' plaza, as shown below, creating a focal point of neighborhood activity, potentially better accommodating the intended development types, while calming traffic and reducing vehicular speeds..

FIGURE PT-13 CASE STUDY #1 FLEXIBILITY OF STREET ALIGNMENT



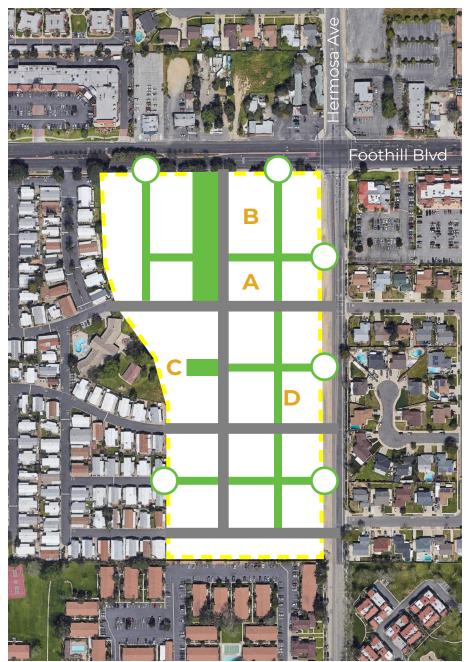


STEP 4

CREATE WALKABLE BLOCKS THAT SUPPORT THE INTENDED DEVELOPMENT TYPES

In this development example, the block sizes for the intended building types are smaller than the basic connectivity framework—the block perimeters of most are significantly less than 1,500 feet—and the additional access routes and frontages are provided with non-vehicular paseos and green open spaces rather than vehicular streets.

FIGURE PT-14 CASE STUDY #1 WALKABLE BLOCKS







Blocks throughout the site establish a walkable framework for multi-family residential types.



Longer blocks abut Foothill Blvd, accommodating commercial buildings with parking lots within the block.



Paseos provide pedestrian connectivity and a pleasant home for residential frontages.

A. Streets, paseos, and open spaces define walkable blocks.

The streets, alleys, and open spaces of this framework define very walkable blocks with a maximum block perimeter of 1,300 feet. The blocks are generally rectangular in shape, allowing them to accommodate a variety of development types now and in the future.

B. Longer blocks to accommodate internal parking for commercial.

The blocks along Foothill Blvd are longer in order to accommodate parking for commercial uses lining the corridor within the block..

C. Extending the public realm into the block.

The largest block in this framework abuts a large adjacent block of the mobile home park. In order to provide access into the heart of the block, a the public realm is extended from the street into the site as a forecourt. This forecourt provides active frontages for buildings within the center of this relatively large block. Additionally, this forecourt serves as a pedestrian destination that terminates views from the paseo to the east.

D. Paseos for residential frontages.

In the heart of the new neighborhood fabric, paseos provide pedestrian connectivity and a pleasant, quiet space for residential frontages, away from vehicular traffic. Where buildings front onto paseos, visitor parking must still be nearby and vehicular access must be provided to each lot via alleys (see Step 5).

STEP 5 USE ALLEYS WITHIN BLOCKS TO SUPPORT THE DEVELOPMENT TYPES AND PUBLIC REALM

Alleys are threaded through the blocks within this public realm framework to provide vehicular access to commercial parking lots and to the rear of residential properties. This is critically important where buildings front onto paseos, as the alley serves as the only vehicular access to each residence,.

Foothill Blvc

FIGURE PT-15 CASE STUDY #1 ALLEYS WITHIN BLOCKS

Site Boundary

New Paseo Connection

New Street

New Paseo

New Alley

New Open Space

Alley Orientation Allows Buildings to Front onto Major Corridors.

The alleys are oriented to allow development to face Foothill Blvd and Hermosa Ave. Although most alleys run north so south along the lengths of blocks in this framework, east/west T alleys are provide in the north in to minimize the number of alleys exposed to Foothill Blvd. T alleys are also used in southern portion of the site to create continuous frontages along southernmost east-west street, which terminates the north-south streets and paseos.

Relationship to the Context

On the west edge of the site, alleys create a buffer against existing sides and backs. On the southern portion of the site, alleys can connect to existing parking lot drives if that configuration proves beneficial and the adjacent property owners agree.

Such connections will help to realize two of the main goals of the General Plan: 1) providing equitable access to those who choose to drive, and to those who cannot or prefer not to, and 2) reducing vehicle miles traveled and greenhouse gas emissions per person. A pattern that forced residents of the apartments to the south to walk a long distance out to Hermosa and along Hermosa and then back into the new neighborhood - or more likely to drive that route - would fail in many ways to meet the intent of the General Plan, particularly where a short, safe and pleasant walking route can so simply be provided.





STEP 6

INTRODUCE DEVELOPMENT THAT BENEFITS FROM AND SUPPORTS THE FRAMEWORK

As described in Step 1, two sides of the site abut existing residential, while two sides abut corridors. Building form and frontages must be calibrated accordingly, as described in Figure 4.3.6B.



FIGURE PT-16 CASE STUDY #1 DEVELOPED SITE





FIGURE PT-17 CASE STUDY #1 DEVELOPED SITE SEEN FROM THE NORTHEAST

A. Retail Frontage on Foothill Blvd. Foothill Blvd is a major multimodal corridor that provides good access and exposure for retail uses to succeed. Here, retail and other commercial uses are accessible to citywide customers via Foothill Blvd, and to nearby customers via new neighborhood streets. As noted in Step 1, a frontage lane could be added to Foothill Blvd to provide easy parking and pick-up/drop-off access for new shops, restaurants or offices.

B. Retail-Ready Frontage along Hermosa Ave. Retail-ready ground floors should be located along secondary corridors, ready to transition to retail use in the future if the near-term demand for retail is not adequate to fill those spaces at the time of initial development. Such frontages could line the first block of Hermosa Ave south of Foothill Blvd, while simple residential frontages could line the remainder of Hermosa Ave. Where residential ground floors front onto corridors, on-street visitor parking is typically necessary to support real, functional front entries.

C. Residential Neighborhood. The heart of this infill site may be entirely residential, according to housing needs and the local context. Building forms that provide a consistent—although not continuous—'wall' of building facades should line the linear park to clearly define it as an "outdoor room" for neighborhood activity.

D. Neighborhood Edge. New townhouse building forms can smoothly transition to existing neighborhoods. With relatively small facade increments and regularly-spaced front doors on the street, they can step down in height adjacent to the existing neighborhoods to provide a seamless transition to existing housing. As noted in Step 1, the adjacent neighborhoods present their backs and sides to this site, so new development should likewise present sides and backs in a manner which completes blocks and provides new connections.

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CASE STUDY #2 EXISTING SHOPPING CENTER

The second Case Study is an aging shopping center at the southwest corner of Base Line Road and Carnelian Street. It is located within the "Neighborhood Center" General Plan designation. Carefully planned, such large shopping centers may ultimately be significantly transformed, but such transformations are likely to occur incrementally in phases. It is important that a master plan guide each increment of development and prepare the way for subsequent increments or phases. Such master plans must be flexible enough to respond to changing economic conditions, but must lock in key characteristics that matter most to making a comfortable and walkable environment: that streets and spaces are designed for people and framed by active, human-scale frontages. The following page spreads illustrate how a development framework could be defined for the above shopping center site to evolve it toward a new, more active Place Type-based portion of the city.

Further Resources

Retrofitting Suburbia, by Ellen Dunham Jones and June Williamson, and *Sprawl Repair Manual*, by Galina Tachieva, are excellent resources on the topic of parking lot infill and shopping center redevelopment. They contain helpful discussion, techniques, and case studies for the successful implementation of this strategy.



Case Study #2 Site seen from the southwest

STEP 1 APPROPRIATELY ADDRESS THE CONTEXT AND EDGE CONDITIONS **APPROPRIATELY ADDRESS THE**

It is first necessary to assess the Site, its edge conditions, and the development form and character of the context. Determine how new development will relate to that context.

FIGURE PT-18 CASE STUDY #2 THE SITE CONTEXT AND EDGE CONDITIONS







A. Base Line Road

Base Line Rd is designated as an auto-priority street, planned to have much improved pedestrian and bicycle facilities and to support bus transit. Active frontages, as illustrated in Toolkit Parts 1 and 2, are required. The existing trees can be preserved and street parking introduced to support these new active fronts.



B. Carnelian Street

Similar to Base Line Rd, Carnelian St is designated as an auto-priority street and is to receive improved pedestrian and bicycle facilities, support bus transit, and be provided with active frontages at all new development.



C. Existing medical center and neighborhood

The southerly edge of the subject site abuts the sides of multi-family housing and a medical center. New development should treat this edge as a rear or side condition, and line it with building sides, backs, and/or alleys.

D. Cucamonga Creek Channel and Trail

The western edge of the site abuts the Cucamonga Creek channel and open space easement, which the General Plan recommends be further enhanced as a linear green open space connecting from Cucamonga northward through Alta Loma, to the natural and rural open spaces of the foothills above. Accordingly, this edge presents a fine opportunity to provide direct physical and visual access from this Center to an important community open space and the citywide trail network.

STEP 2 ESTABLISH POINTS OF CONNECTION TO THE CONTEXT

Form connections to the context at regular intervals. Minimum intersection density shall be determined according to Policy LC-4.7 of the General Plan. Generally, there should be at least 2 intersections per quarter mile along the length of a corridor.



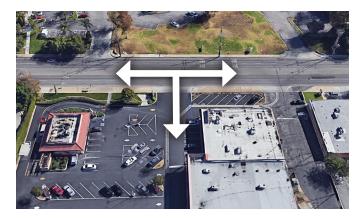
FIGURE PT-19 CASE STUDY #2 NEW POINTS OF CONNECTION

Site Boundary

New Points of Connection

Non-Vehicular Connection





A. Connect to Base Line Rd.

A new street can be introduced to align with Topaz St and form a new 4-way intersection. This would better link new development with existing neighborhoods and create an opportunity for pedestrians to cross Base Line Rd. A second street can take the place of the existing shopping center entry drive, forming a T intersection with Base Line Rd.

B. Connect to Carnelian St.

Similarly to the entry drive on Base Line Rd, the entry drive on Carnelian St can be transformed into a new street connection.





C. Connect to dead ends.

Napa Ct terminates in a cul-de-sac south of the site. A non-vehicular connection here could link between existing residential to the south and new shops and amenities. One possibility is that this paseo connect through the existing building via a new entry or arcade. This would require coordination with City staff, property owners, and residents of adjoining properties.

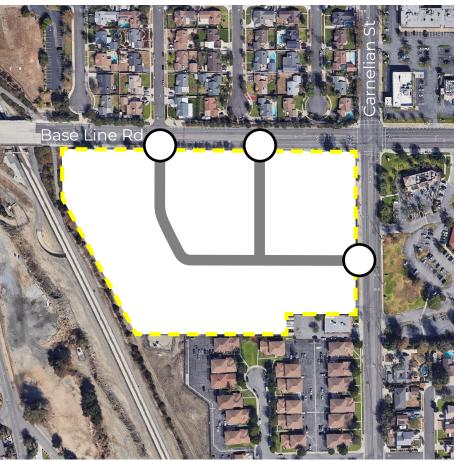
D. Connect to the trail network.

As described in Step 1, a new active mobility connection to the Cucamonga Creek Trail would provide access from this Center to an important community open space and the citywide trail network. This connection would need to deal with existing topography in an accessible manner.

STEP 3 CONNECT NEW STREETS THROUGH THE SITE

Streets, created in accordance with Toolkit Section 2, can link the points of street connection established in Step 2 in a straightforward fashion. Some of these new street alignments may correspond to existing drive lanes. Where development is not expected in the near term, those drive lanes can already be designed as streets.

FIGURE PT-20 CASE STUDY #2 STREETS CONNECT THROUGH THE SITE





STEP 4

CREATE WALKABLE BLOCKS WHICH ACCOMMODATE DESIRED DEVELOPMENT TYPES

Paseos linking to the neighborhood to the south and the trail network to the west (as described in Step 2) complete the public realm network in order to define walkable blocks which accommodate the development

A rectangular plaza is shown at the nexus of multiple streets and paseos in the site. This plaza can accommodate parking and offer a new active space for existing commercial and new development. types desired on the site.

FIGURE PT-21 CASE STUDY #2 WALKABLE BLOCKS



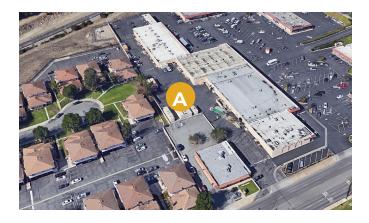


STEP 5 LOCATE ALLEYS AND PARKING WITHIN BLOCKS TO SUPPORT THE DEVELOPMENT TYPES AND PUBLIC REALM.

Alleys in this framework configuration access structured and surface parking within blocks.

FIGURE PT-22 CASE STUDY #2 ALLEYS WITHIN BLOCKS





A. Southern service access remains.

Service and employee parking access remains behind the southern portion of the existing commercial center. This functions as the inside of the block and this southern side of the existing building can continue to function as a rear.



B. Structured parking within the block

Structured parking within blocks supports more intense development types and can also be shared with some existing retail. Such structures can be topped with solar panels.



C. Share parking access between existing and new uses

The parking lot and drives of the existing restaurant on Carnelian St can remain in the mid-term while providing access to tuck-under or structured parking of new development to the west.

STEP 6 INTRODUCE DEVELOPMENT WHICH BENEFITS FROM AND SUPPORTS THE FRAMEWORK

Development should fill the established framework according to the context.



FIGURE PT-23 CASE STUDY #2 DEVELOPED SITE







FIGURE PT-24 CASE STUDY #2 DEVELOPED SITE SEEN FROM THE NORTHWEST

A. Base Line Road Frontage. More intense development and some retail and retail-ready frontage should line Base Line Road while still presenting a facade rhythm and massing which relates to the neighborhood scale of the context. The existing site level is much lower than Base Line Road, so subterranean parking could be located under the first inhabitable level without much, if any, excavation. The first inhabitable level should to be at or slightly above the existing ground level of Base Line Road. A new sidewalk can be built behind the preserved existing trees, and street parking can be introduced to support these new frontages.

B. Some Existing Commercial Remains. The site can be redeveloped without replacing all of the existing commercial. In this case, the gas station and commercial at the corner of Base Line Road and Carnelian is preserved. The portion of the shopping center which lines the southern portion of the site can also remain.

C. Cucamonga Creek Trail and Linear Park. An architectural gateway can invite pedestrians and cyclists into the trail network. A linear park can be developed along this edge, and new residences can overlook this improved open space.



Active fronts can line parking lots and dining can extend into parking spaces.

PARKING LOT RETROFITS

As with Case Study #2, most of the existing retail shopfronts and restaurants in Rancho Cucamonga currently face parking lots. Case Study #2 expresses the long-term vision of this Plan for future commercial and residential frontages that directly front and engage streets. However, it is not anticipated nor intended that existing shopping centers, shops, and restaurants will go away any time soon, or in many cases ever. Accordingly, this section presents general recommendations for simple enhancements that can improve the appearance and performance of existing shopping centers and the businesses within them. The following spread illustrates such enhancements implemented on a prototypical shopping center site.

As a result of the COVID-19 pandemic, restaurant businesses have experimented in unprecedented ways with the possibilities of repurposing existing sidewalks and parking spaces along their frontages in new and creative ways. This experimentation has led to indoor/outdoor dining environments and experiences that were not widely contemplated previously, resembling in fascinating ways the indoor/outdoor environments that have been present for decades in many American cities, and for centuries in European and other international cities.

- Dining Parklets. In the same way that many California downtowns have redeployed on-street parking spaces as "sidewalk expansions" to create new outdoor dining areas, restaurants in shopping centers throughout the country—and in Rancho Cucamonga—have been "camping out" in their parking spaces adjacent to existing shopfronts.. Barriers between cars and diners are necessary, of course, and can take many forms, including fences, planters, wine barrels, beer kegs, or any other objects that are attractive, about 3 feet tall, and reasonably heavy. Overhead tents and canopies are possible, but tend to block visibility for other businesses, so simple umbrellas and space heaters are recommended in the long term. Parklets can be rather temporary and relocatable, or a permanent part of the landscape/hardscape.
- Dining Islands. In addition to redeploying a few parking spaces immediately adjacent to existing shopfronts, a block of spaces across a drive aisle may also be converted—temporarily or permanently—to a small "plaza" or "square" within a larger parking lot.
- Arcades. Deep arcades are a classic solution too making comfortable shaded spaces for shoppers to stroll in, and may be deep enough to also accommodate some outdoor dining. Arcades are also a relatively simple way to put a new face on an old shopping center.
- Courts. Some shopping centers already have courtyards or plazas or other pedestrian-only open spaces. But enhancing those, and in some cases creating new or updated shopfronts opening into them, they can become higher quality and more valuable activity spaces within existing shopping centers.



A parklet can take the place of a couple parking spaces alongside an arcade.



Parklets can be implemented simply with planters, barrels, and tables.



Pedestrian courts can host dining and gathering.



Dining parklets can extend into parking spaces.



Arcade



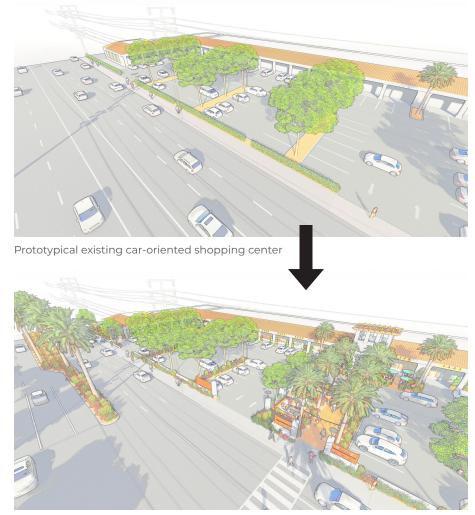
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Prototypical shopping center

ACTIVATING EXISTING COMMERCIAL CENTERS AND THEIR PARKING LOTS

The following spread illustrates how the enhancements described on the previous spread implemented on a prototypical shopping center site. This prototypical shopping center, like various shopping centers throughout the city, privilege private automobile transport over all other forms of mobility. Such shopping centers are typically set behind large parking lots and do not present active frontages to the public street. As previously stated, many of these sites are not likely to be redeveloped in the near term. In such cases, strategic frontage and public realm interventions can activate these old car-oriented shopping centers for the mutual benefit of the city and the businesses themselves.



Potential public realm and frontage improvements



Extend the public realm into the site

The public realm network can be extended into the site to connect previously disconnected uses. One example is shown here in which a pedestrian walkway extends from the sidewalk to a prominent, central entrance of the shopping center. The walkway and prominent entry tower are flanked dining and gathering islands and landscaping.

Activate frontages along drive lanes within the site



Frontages can be activated even where shops and restaurants front onto parking lots or internal drives. As illustrated here, a dining or gathering parklet can be created in the place of parking spaces. Here, the court replaces only 1 parking space and also takes advantage of the corner of the lot which would otherwise be underutilized.

Activate frontages along the street



As with other commercial ground floors, as described in **Toolkit Part 1**, portions of shopping centers which abut the street should have calibrated frontages which add value to the business and life to the street. The dining terrace shown here illustrates one example of such frontage. A pergola holds retractable canvas awnings and string lights, while new landscaping provides a beautiful buffer and transition between diners and the rest of the public frontage.

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