

Rancho Cucamonga

General Plan



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Amendments:

RANCHO CUCAMONGA GENERAL PLAN

List of Resolutions and Ordinances Amending the General Plan

GPA #	Resolution/ Ordinance#	Date of Adoption	GP Element	Topic
DRC2012-00727	13-014	02-20-2013	Land Use	Amended the land use designation for 19.25 acres from Mixed-Use to Medium High
DRC2014-00012	14-221	12-17-2014	Land Use	Amended the land use designation for 6.6 acres from Industrial Park to General Industrial (Fig. LU-2)
DRC2015-00455	15-080	05-20-2015	Land Use	Amended inconsistent land use designations (Fig. LU-2) and texts for the FAR of hotels and motels in Industrial Park designation
DRC 2014-00546	15-084	06-03-2015	Land Use	Amended the land use designation for 2.25 acres from Low Residential to High Residential (Fig. LU-2)
DRC2013-00961	15-186	10-21-2015	Land Use	Amended the land use designation for 8.32 acres from Very Low to Low (Fig. LU-2)
DRC2015-00388	15-211	12-02-2015	Land Use	Amended the land use designation for 10.94 acres from Low Medium to Neighborhood Commercial (Fig. LU-2)
DRC2015-00114	16-056	05-18-2016	Land Use	Amendments to Tables, Figures, and texts
DRC2015-00887	16-067	06-15-2016	Land Use	Amendments to Tables, Figures, and texts
DRC2016-00964	17-039	06-07-2017	Land Use	Removed Canyon Live Oak tree (Local Landmark) from Fig. LU-8: Historic Resources

List of Resolutions and Ordinances Amending the General Plan

GPA #	Resolution/ Ordinance#	Date of Adoption	GP Element	Topic
DRC2012-01036	14-002	06-20-2017	Housing	City-Wide
DRC2016-00206	17-098	10-04-2017	Land Use and Public Health & Safety	Amended Tables and texts to allow development of land that contains slopes of 30% or greater
DRC2017-00969	18-044	06-20-2018	Land Use	Amended Table LU-2
DRC2015-00683	18-080	08-15-2018	Land Use	Amended Figure LU-2 Land Use Plan to change designation for 1.22-acre site, located at the NE corner of Archibald Ave and Arrow Rte from Low Medium to General Commercial



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Chapter 1: An Introduction to the Rancho Cucamonga General Plan

R A N C H O C U C A M O N G A G E N E R A L P L A N

Our City, Our Future

Located at the base of the San Gabriel foothills, with majestic views of Cucamonga and Ontario Peaks, Rancho Cucamonga is like no other community in the Inland Empire. Rancho Cucamonga has a strength of spirit and a cohesive vision shared by residents, businesses, and City leaders. This community spirit and our vision for a city that will continue to evolve and set examples for others to emulate is evident in our neighborhoods, our parks, our commercial and business centers, and in the ways we celebrate our heritage. This General Plan captures that spirit and establishes the policies and strategies we will pursue to keep Rancho Cucamonga a complete city, a great city in which to live, work, and play.

Rancho Cucamonga's spirit of heritage stems from its history as a collection of three small communities: Cucamonga, Alta Loma, and Etiwanda. The area thrived on the agricultural fruits of citrus and grapes. This history is celebrated today through public art, evocative architecture, and well-preserved historic places. Historic Route 66 (Foothill Boulevard) traces across town, contributing to the nostalgia of the well-known and romanticized highway that still resonates with residents today.

For more about the City's history, please see the [Historic Resources section under Chapter 2: Managing Land Use, Community Design, and Historic Resources.](#)

An Introduction to the Rancho Cucamonga General Plan

R A N C H O C U C A M O N G A G E N E R A L P L A N

Rancho Cucamonga has a spirit of innovation and enterprise, reflected by the City's commercial, industrial, and service providers. Neighborhood shopping centers meet local needs, while community centers serve regional needs. Victoria Gardens, an award-winning lifestyle center with a local and regional draw, boasts walkable retail streets, public spaces surrounded by outdoor dining, a full-service library, and a cultural center that hosts live performances. Industrial and business uses provide diversified employment opportunities, including logistics/warehousing, manufacturing, and professional offices, and utilize innovative and sustainable methods to provide needed services to the community.

To maintain this high quality of life on a sustainable level into the future, the City always looks ahead and establishes a path that guides us along the way. This path is called the General Plan.

Role of the General Plan

The Rancho Cucamonga General Plan documents our shared vision of tomorrow and defines the steps to progress from the present to the future. The General Plan is a long-range policy document (with a projected horizon of 15 to 20 years), frequently referred to as the guidebook or "blueprint" for our City's development. This blueprint directs the look, the feel, and the experience of our City now and in the future.

The General Plan is the foundation for many of the City's regulatory documents, including the Development Code, redevelopment plans, specific plans, community plans, master plans, and design guidelines. The way we evaluate proposed developments and plan for future public services and community projects is guided by the General Plan. The Plan defines how we will maintain economic sustainability, meet our transportation and mobility needs, protect our limited natural and historical resources, and enhance our cultural assets. The Plan looks at all aspects of our built environment and natural resources, with the overarching goal of maintaining and enhancing the health of Rancho Cucamonga and our residents. This comprehensive approach is the foundation for Rancho Cucamonga's "Healthy RC" program which promotes a healthy community lifestyle (discussed in more detail below).

Every jurisdiction in California is required by State law to have a General Plan that covers at least seven topics: Land Use, Circulation/Transportation, Housing, Conservation, Open Space, Noise, and Safety. Cities may include optional chapters that address issues of local importance.

Since its incorporation in 1977, Rancho Cucamonga has revisited its General Plan on a consistent basis to measure progress toward goals and respond to changes in State law. The 2001 comprehensive General Plan update responded to the maturing nature of the City, recognizing that much of the City is fully developed or committed to development through large-scale master plans. Consequently, the focus shifted to infill development (development of remaining vacant properties within developed business districts and residential neighborhoods). With the emergence of new regional transportation plans in the mid-2000s and the State's mandate that cities consider global warming issues in their long-range plans, combined with the City's growing interest in creating opportunities for improved community health through land use, circulation, and related planning approaches, Rancho Cucamonga initiated a broad-based program to expand the scope of the Plan. The 2010 General Plan update takes a new approach to city-building through a commitment to the integration of systems (transportation, infrastructure, and land use), collaboration of efforts (residents, businesses, and City leaders), and full-circle comprehensiveness (property, block, neighborhood, and community levels). For Rancho Cucamonga,

The General Plan Chapters

The Rancho Cucamonga General Plan is divided into nine Chapters:

- Introduction to the Rancho Cucamonga General Plan
- Managing Land Use, Community Design, and Historic Resources
- Community Mobility
- Economic Development
- Community Services
- Resource Conservation
- Public Facilities and Infrastructure
- Public Health and Safety
- Housing

planning is action. It is not merely an exercise to meet State laws, but a proactive way of realizing the City we strive to be.

Healthy RC: Mind, Body, and Earth

The City recognizes the positive impacts that an individual’s health can have on a person’s overall life and lifestyle. The City also recognizes that community-wide efforts to increase health and well-being can multiply those impacts in terms of increased productivity, reduced healthcare costs, and enhanced community interaction and engagement, which also makes Healthy Mind, Body, and Earth valuable assets for businesses located within the City’s borders. In response, the City launched “Healthy RC.” Healthy RC is a brand and a lifestyle that promotes a positive physical, social, and economic environment for all people who live, work, and play in Rancho Cucamonga.

The Healthy RC Vision Statement is:

“Healthy RC inspires a lifestyle that embraces a Healthy Mind, Body, and Earth, through lifelong learning and enrichment, active and healthy living, and environmental sustainability.”

The General Plan focuses on goals and policies that incorporate Healthy RC through three interrelated and integrated themes: a Healthy Mind, a Healthy Body, and a Healthy Earth. Each General Plan Chapter has components that respond to each theme. Table I-1 identifies the Chapters that have a significant relationship with each theme.

General Plan Chapter	Mind	Body	Earth
Managing Land Use, Community Design, and Historic Resources	○	○	○
Community Mobility		○	○
Economic Development	○		○
Community Services	○	○	○
Resource Conservation			○
Public Facilities and Infrastructure	○	○	○
Public Health and Safety	○	○	○
Housing	○	○	○

Mind A Healthy Mind is stimulated by its environment making knowledge and learning accessible to all. The General Plan focuses on creating a healthy mind as reflected in the goals and policies by strengthening the City’s commitment to life-long education, awareness of social issues, thoughtful future planning, preservation of City history, and by encouraging an abundance of culture and art experiences.

Body A Healthy Body is nourished by healthy eating and physical activity in an environment that facilitates active living, ensures equal access, and is clean and well managed. The General Plan promotes increased opportunities for physical activity and development of a healthy body through goals and policies that support walkable, active, transit-oriented neighborhoods. The Plan promotes recreation and sports, encourages healthy eating habits and access to healthy food, limits exposure to noise, curbs exposure to pollution, and promotes excellent public safety services.

Earth A Healthy Earth contains wildlife habitats, active and passive open spaces, and a well-designed, sustainable built environment. A healthy earth minimizes pollution in the air, water, and soils. A healthy earth has soils that can support agriculture and gardens. The General Plan strives for a healthy earth through goals and policies that manage waste and promote recycling, promote good air and water quality, manage and conserve natural resources, call for the production of sustainable buildings, and address climate change.

The General Plan Community Collaboration Process

Rancho Cucamonga understands that public participation is the cornerstone of a true “community.” As part of the General Plan program, the City undertook a significant public outreach process to understand the community’s ideals and values, and to establish a set of guiding principles to provide direction for the General Plan Update.

The outreach program reflects Rancho Cucamonga’s fundamental belief that an active citizenry must be integrally involved in important policy discussions. Through an extensive public engagement process, the City learned how the community envisions the future of Rancho Cucamonga. Based on this direction, decision-makers have set the course for how this General Plan will create the Rancho Cucamonga of tomorrow.

The community collaboration program was multi-faceted and included several components, as discussed below.

GPAC members were fully engaged in all aspects of General Plan topics and issues.

The General Plan Advisory Committee

The General Plan Advisory Committee (GPAC) was formed in 2008, with its members representing a broad cross-section of the community. Members included business leaders, educators, neighborhood association representatives, community and service organization representatives, service providers, older adults, and City department liaisons.

In seven interactive workshops, the GPAC worked to develop the General Plan Guiding Principles and discussed all aspects of Rancho Cucamonga and the General Plan. The GPAC reviewed baseline conditions, discussed land use and a variety of land use alternatives, and helped identify areas where change was desired. The GPAC was also the leader of the Visioneering effort described ahead. All GPAC meetings were open to any interested community members.



Visioneering

To help define pressing community issues early in the General Plan update process, dozens of volunteers were trained to perform a grassroots polling process called "Visioneering." Visioneers were trained to solicit and document public input for the General Plan. Training sessions reviewed basic meeting management and facilitation, including group dynamics, communication, conflict resolution, leadership style, and motivational techniques.

The purpose of the Visioneering activity was to conduct extensive outreach to a wide range of community groups, neighborhood groups, and stakeholders, and to gather input from the broader community that represents the cultural and geographic diversity of Rancho Cucamonga.

During workshops conducted by Visioneers, extensive public input and local knowledge was gathered regarding current and possible future issues facing the community. The recorded knowledge of over 750 responses was used to contribute to and guide the planning and policy-making process for the City of Rancho Cucamonga.

General Plan Workshop

On Saturday, May 16, 2009, over 150 residents, business people, and others interested in the future of Rancho Cucamonga attended a General Plan workshop at David Dreier Hall in Central Park. The workshop goal was to identify community preferences regarding land use options at focused locations throughout the City. The workshop was structured around interactive displays that presented materials about:

- Hillside areas and the Sphere of Influence
- Possible land uses at Base Line Road/Day Creek Avenue
- Transition of uses along West Foothill Boulevard
- A vision for East Foothill Boulevard
- A vision for South Haven Avenue
- Opportunities within southwest Rancho Cucamonga
- What's missing Citywide
- Green building and historic preservation opportunities



Rancho Cucamonga residents of all ages attended the community workshop to learn more about the General Plan.

The General Plan Update Team

The General Plan Update team, comprised of City staff, led the collaboration between the community, City staff, and consultants. All of the City's departments were involved in the process and the team met on a weekly basis. The team directed the outreach activities, developed and revised goals and policies, and engaged City policy makers.

Policy Discussion Forums

Members of the General Plan Update team held policy discussion forums with City staff members and department heads. Forum sessions focused on General Plan issues that most closely addressed each City department's areas of responsibility.

General Plan Website

The City created a unique website that provided current information about the General Plan Update process. A listing of meeting dates, information, documents and agendas, a timeline of events, and summaries of the public meetings were posted for the public to review. The public was also able to comment on aspects of the update throughout the process.

Telephone Survey

The City conducted a scientific telephone survey with a sample of over 400 residents. The outcome of that survey helped to inform policymakers about community needs and opinions. Information gathered from the survey (in addition to other community outreach activities) helped the General Plan team to prioritize those needs.

Defining the Spirit of Rancho Cucamonga

The Spirit of Rancho Cucamonga is the vision statement that provides the foundation for this General Plan. The Spirit of Rancho Cucamonga vision statement was developed through a collaborative and inclusive effort that included multiple stakeholder interviews, focus groups, the volunteer Visioneering process, and with initial guidance from the General Plan Advisory Committee.

The Statement was then reviewed by the community through a series of over 45 "road shows." The Spirit of Rancho Cucamonga road shows affirmed the seven Guiding Principles, which have informed policymakers, residents, and businesses about land use, mobility, community health and safety, housing, parks and recreation, natural resources, and economic development issues and opportunities. The City Council and Planning Commission unanimously adopted the Spirit of Rancho Cucamonga on May 6, 2009.



The Spirit of Rancho Cucamonga “road show” was presented to over 45 groups totaling over 600 participants within an eight-week period. Those who attended these meetings provided valuable input on the Guiding Principles.

The Spirit of Rancho Cucamonga

A guiding principle is a dream about the future that is shared by the community. It paints a picture of the type of place in which we want to live, work, and play, and it guides our actions. The Spirit of Rancho Cucamonga is more than a description of hopes for the future; it also defines the way we want to work together to create a more livable and healthy community.

The Spirit of Rancho Cucamonga is a reflection of the strengths of our community, and shows awareness of what we need. It challenges our imaginations, but is grounded in reality. It captures the voices of all of Rancho Cucamonga, and reaffirms that our community is, and continues to be, on the right path. The Spirit of Rancho Cucamonga places value on family, discovery and knowledge, innovation and enterprise, community, heritage, leadership, community health, and tomorrow. All of our Guiding Principles within the Spirit of Rancho Cucamonga reflect Rancho Cucamonga’s pursuit of a Healthy Mind, Body, and Earth.

The Rancho Cucamonga General Plan is based on seven Guiding Principles. Each Guiding Principle provides clear direction to policymakers, residents, property owners, business owners, developers, and others interested in improving the quality of life in Rancho Cucamonga. No principle is more important than another; they are all relevant and work together. Every project will be encouraged to embody and embrace these principles for the purpose of developing high-quality, responsible, and sustainable improvements throughout our community.

The Spirit of Family

- Rancho Cucamonga is a people-first community with a focus on families. We strive to create an environment that leads to stable and healthy families.
- Our economic development priorities are to support individuals and families by providing high-quality services and facilities.
- We continue to develop and maintain a system of high-quality, world-class community parks and sports complexes that appeal to all ages and all interests, from local and regional leagues to national events.

- We celebrate the family through community events such as the Founders Day Parade, critically acclaimed performing arts programs, and promotion of other family activities.
- We encourage the retention, rehabilitation, and development of a diverse housing stock that caters to residents in all stages of their lives.

The Spirit of Discovery and Knowledge

- Rancho Cucamonga is a community committed to lifelong learning that promotes educational opportunities for people of all ages.
- Rancho Cucamonga’s schools and colleges are a valuable asset. The quality of our schools draws people to our City. Partnerships among schools, the City, businesses, as well as service, non-profit, and faith-based organizations are a model for all California cities.
- We promote participation in the arts, offering a variety of entertainment and education venues for enrichment, as well as providing opportunities for people to gather with friends and neighbors.
- We promote diverse programs and high-quality facilities such as our City-owned Libraries and our Community Centers.

The Spirit of Innovation and Enterprise

- We are a business-friendly community. We are committed to a fair, entrepreneurial, and successful structure of fees, assessments, and community contributions which provide the funding for City governance, public safety, and the development and maintenance of quality infrastructure, recreational programs, and open space-related facilities.
- We emphasize development of a balanced, integrated, multi-modal circulation system which includes sidewalks, bikeways, streets, equestrian and hiking trails, and mass transit. The system is efficient and safe, and connects neighborhoods to jobs, shopping, services, and active and passive open space.
- We maximize the industrial economic development power of our rail and highway connections. The Foothill Boulevard, State Route 210, and I-15 corridors are the core of our commercial development, providing both jobs for our families and revenues for our community services. Our economic base maintains a mix of cultural, residential, industrial, and local and regional commercial uses with stable development.
- As we mature as a City, infill development will maintain our high standards and will complement existing development.

The Spirit of Community

- Through programs such as Healthy RC, we inspire a lifestyle that embraces a Healthy Mind, Body, and Earth. We support lifelong learning and enrichment, active and healthy living, and environmental sustainability. These values are reflected in our programs and facilities for our residents and businesses. The high quality of services the City provides strengthens community bonds and contributes to healthy lifestyles.

- We depend upon one another, and this is demonstrated by encouraging and recognizing volunteerism.
- We recognize the importance of our service, non-profit, and faith-based organizations and the impact they have within the community.

The Spirit of Heritage

- We have an abiding respect for the heritage we share. Our historic communities – Alta Loma, Cucamonga, and Etiwanda – are at the heart of our City and must be preserved, honored, and enhanced. We encourage the preservation and restoration of historical buildings and cultural resources to recognize the contributions of our forefathers.
- Foothill Boulevard (Route 66) is the historic thread that ties our community together. We must continually revitalize the corridor while telling the story of the past and balancing preservation. This will be done through the adaptive re-use of buildings, strong architectural design, and public art.
- We promote the use of citrus and vineyard plantings to remind us of our agricultural past.
- Our outstanding views of the mountains, the varied natural topography of the area, and the trails that allow us to access these open spaces are an asset and must be preserved.

The Spirit of Leadership

- Our City is committed to being a leader in providing a safe place to live, work, and play.
- We have a strong dedication to community planning. The quality of our built environment is by design. Our government leads by example. We are committed to achieving higher standards for community development, architecture, and landscaping. Our streetscapes reflect the high-quality development that we demand while embracing the concept of water conservation and ease of maintenance.
- We promote sustainable neighborhood and building design.
- The City promotes a balanced approach towards development that pays attention to long-term economic strength and fiscal responsibility. A sustainable economy requires a diversified employment and fiscal base. We take pride in the fiscal soundness enjoyed by our City as a result of solid development decisions, prudent financial management, and a strong commitment by residents to add value through their efforts.

The Spirit of Tomorrow

- Rancho Cucamonga will lead the way to a healthy environment. We are committed to environmental sustainability, which means meeting the needs of the present while conserving the ability of future generations to do the same.
- We are dedicated to a sustainable balance in land use patterns (residential, business, educational, agricultural, recreational, open space, and historic uses) and supporting transportation.

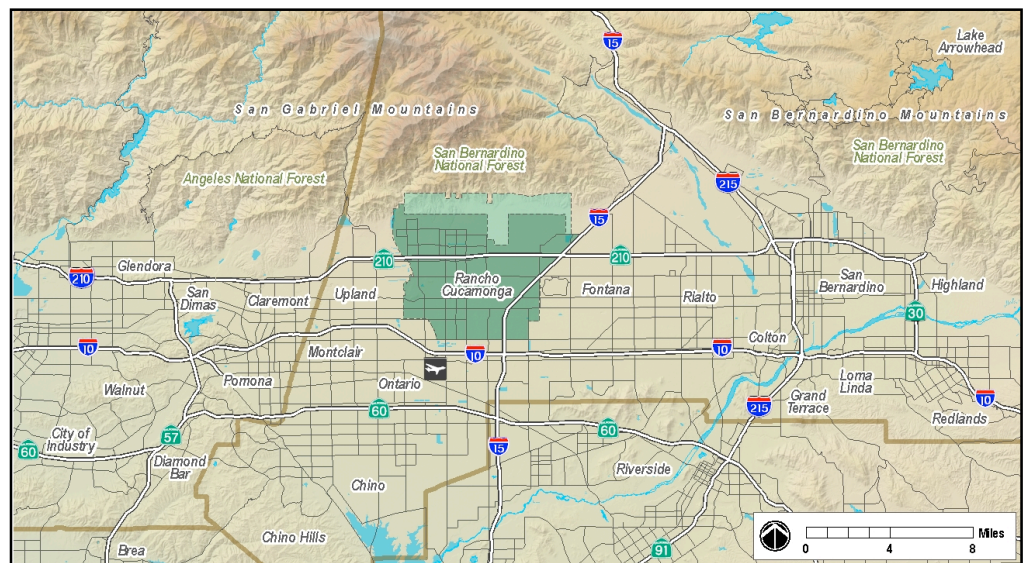
- We are proactive in the design and use of lands within our Sphere of Influence, being vigilant in maintaining open space wherever possible.
- We continue to provide a stable City government which respects the decisions of the past while being committed to long-range planning initiatives and the positive impacts of future development.
- We recognize there is an interdependent relationship between an educated citizenry, economic development, and a thriving community.

General Plan Framework

Geographical Context

Rancho Cucamonga is located in the Inland Empire, at the base of the San Gabriel Mountains in western San Bernardino County. It is bound by the cities of Upland, Ontario, Fontana, the San Bernardino National Forest, and parts of unincorporated areas of San Bernardino County. Major transportation facilities in and near the City include State Route-210, Interstate-15, Interstate-10, Foothill Boulevard, also known as Historic Route 66, the Metrolink train, and LA/Ontario International Airport. Figure I-1 identifies Rancho Cucamonga’s location within the region.

Figure I-1: Rancho Cucamonga, Regional Context



Planning Area

This General Plan addresses all lands within the City’s corporate limits, as well as unincorporated San Bernardino County properties north of Rancho Cucamonga within the City’s Sphere of Influence. In this General Plan, the combined City area and Sphere of Influence create the Planning Area shown in Figure I-2. Under State law, Rancho Cucamonga is permitted to plan for areas outside of its boundaries if those areas have a direct relationship to the City’s planning needs. Since the Sphere of Influence represents the City’s probable future boundary and service area, properties within the Sphere of Influence may be annexed into the City of Rancho Cucamonga, and advanced planning for these areas is essential.

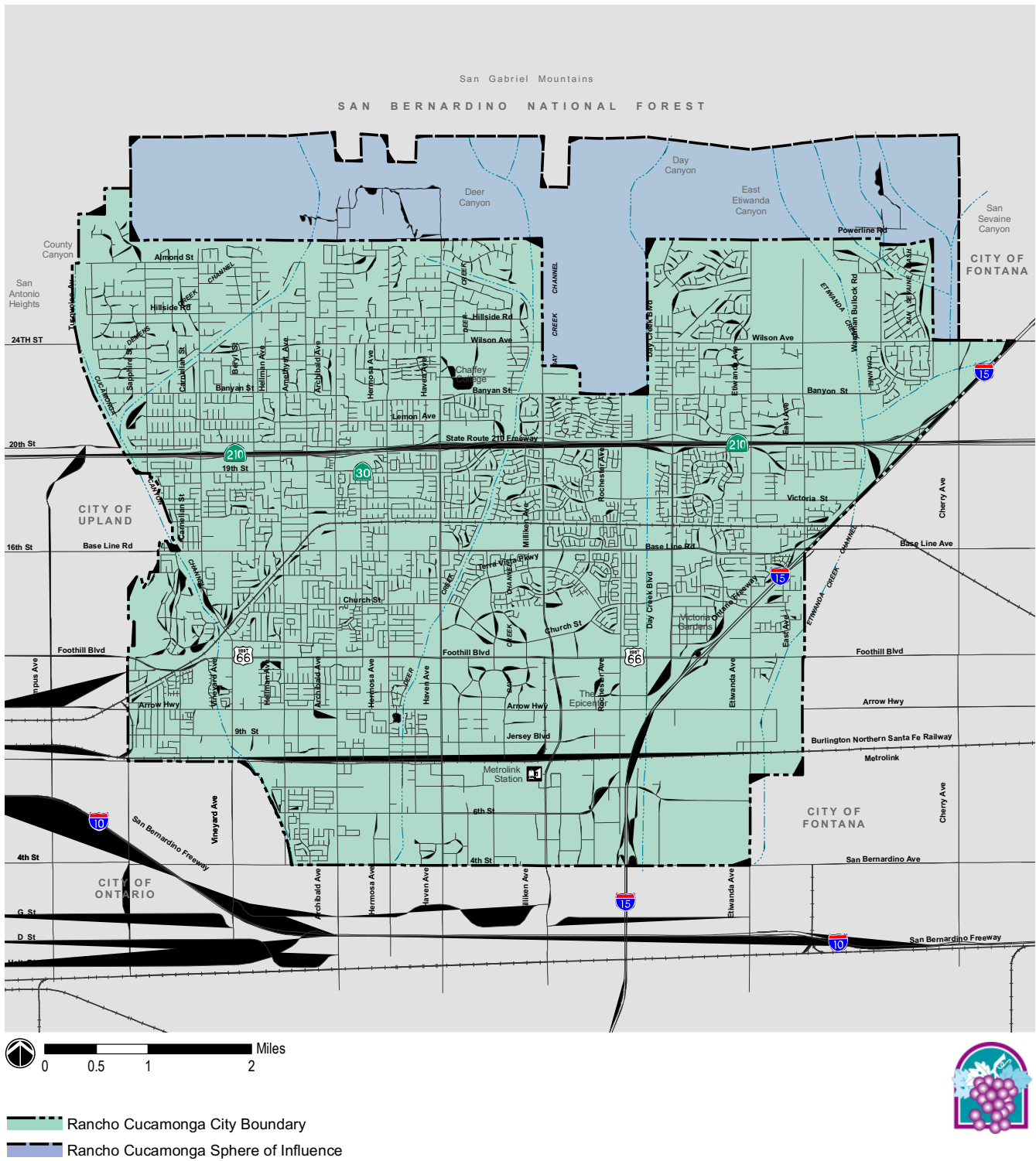


Figure I-2: Planning Area

Using the General Plan

The General Plan guides:

- How we will grow into the future
- How we will look, feel, and experience the City
- Where and how we live
- How we will get around
- What we do for cultural experiences and entertainment
- How we will live with and preserve our environment
- How we will improve our health and quality of life

The General Plan is a community document intended for use by all residents, business owners, decision-makers, and workers in Rancho Cucamonga. The General Plan has been written and organized for brevity and ease of use. Tables, diagrams, and maps help readers understand planning concepts, and sidebar notes define terms and directs users to Chapters addressing related topics or policies. Icons are placed throughout the General Plan indicating goals, policies, and concepts that closely relate to our planning framework of a **Healthy Mind, Body, and Earth**. A glossary provides further guidance and support to encourage a deeper understanding of all topic areas. Goals and policies set the framework for decisions. They are defined as follows:

- A **goal** is an overall assertion of community desires consisting of a broad statement of purpose or direction. For each goal in this General Plan, associated and more definitive policy statements follow.
- A **policy** provides guidance to the City Council, Planning Commission, other City commissions and boards, and City staff in their review of development proposals and other actions taken.
- The Implementation Plan identifies specific measures the City will undertake toward putting goals and policies into action. The **Implementation Measures** are intended to be reviewed and updated periodically to allow decision-makers to adjust to current community priorities and funding resources.
- The concept of **Healthy RC: Mind, Body, and Earth** is used throughout this General Plan. To help identify which policies involve Healthy RC themes, a Mind, Body, and Earth icon is shown. These icons signify that the concept of Mind, Body, or Earth is represented in that particular policy. Some policies may not relate to any of these themes and some may relate to others. Others may relate to two or all three of the Healthy RC themes.



Policy is expressed in this Plan in both mapped and in written form. The maps depict the geographic application of policy and express the desired pattern of development and conservation that define our community. Written policy expresses decision-making guidance related to what is depicted on the maps or, if the subject is not mapped, as a guide to interpret situations and arrive at decisions related to the policy. Additional diagrams and illustrations are included to further assist in interpretation of policy and application to specific situations.

The organization of the General Plan allows users to turn to the topic that interests them and quickly obtain background information, issues, goals, policies, and relevant implementation programs. However, users should realize that the goals, policies, and programs throughout all of the Chapters are interrelated and should be examined comprehensively. The General Plan is intended to be both a long-term and a dynamic document that must be periodically updated to respond to changing community needs. Requests for amendments may be submitted by applicants and/or property owners or initiated by the City itself. Amendments may involve a change in the land use designation for a particular property, or policy or text changes. Any proposed amendment will be reviewed publicly to ensure consistency with all Chapters of the General Plan and the General Plan Environmental Impact Report (EIR).

From Vision to Reality

The General Plan provides the policy guidance to create our shared future in Rancho Cucamonga; to transform our principles of community building that we hold strong, and turn them into a living reality. The Plan will enhance the quality of life for current and future generations, and strives for a comprehensive approach to nurturing our minds, bodies, and earth. The General Plan relies upon the Implementation Plan to provide the specific guidance that will lead to implementation of the goals and policies listed throughout the document. Through the Implementation Plan and the continued involvement of an engaged community, we will take our vision of the Rancho Cucamonga of the future and turn it into a reality.



The new Haven Avenue/
Metrolink Railroad bridge:
vision to reality.

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Chapter 2: Managing Land Use, Community Design, and Historic Resources



R A N C H O C U C A M O N G A G E N E R A L P L A N

Introduction

Rancho Cucamonga enjoys a wealth of high-quality resources. Through the City's strategic development efforts to provide a sustainable balance of residential, commercial, industrial, and recreational uses, the City has grown and prospered. Land use planning ensures that these land uses are located in proximity to each other to achieve economic efficiencies while minimizing incompatibilities. Following the boom period of the early 2000s that resulted in an 87 percent build-out of the City, a dramatic slowdown in development occurred. As Rancho Cucamonga achieves a degree of maturity, the primary challenge for land use planning will be to determine the best use for remaining infill properties. A second challenge will be to guide re-use of aging commercial properties for long-term community and property owner benefit.

**Chapter 2:
Managing Land Use,
Community Design, and
Historic Resources**

This Chapter consists of the following sections:

- Land Use
- Community Design
- Historic Resources

Community design is integral to balancing aesthetic qualities and functionality for the many different land uses, which are required of a complete community. Such balance is necessary to maintain and enhance a community that is highly enjoyable for living, working, and recreation. In Rancho Cucamonga, a strong emphasis on community design has allowed the City to achieve a particular identity, incorporating the history and character qualities of the three communities that preceded it: Alta Loma, Cucamonga, and Etiwanda.

Preservation of historic resources has allowed Rancho Cucamonga to retain its rich culture and heritage while facing growing and expanding development. The City is committed to preserving and developing aspects of the community that provide a sense of its origin and history.

This Chapter focuses on land use, community design, and historic resources, and how they help shape the physical features of Rancho Cucamonga.

Achieving Our Vision

Rancho Cucamonga's stable residential neighborhoods, diverse commercial and industrial development, extensive parks and recreational facilities, and high-quality community amenities can be attributed to the City's long-standing commitment to land use planning and urban design. The City of Rancho Cucamonga's vision for land use, community design, and historic resources is reflected in the following Spirit of Rancho Cucamonga Guiding Principles:

The Spirit of Family

- Rancho Cucamonga is a people-first community with a focus on families. We strive to create an environment that leads to stable and healthy families.
- We continue to develop and maintain a system of high-quality, world-class community parks and sports complexes that appeal to all ages and all interests, from local and regional leagues to national events.
- We encourage the retention, rehabilitation, and development of a diverse housing stock that caters to residents in all stages of their lives.

The Spirit of Innovation and Enterprise

- We maximize the industrial economic development power of our rail and highway connections. The Foothill Boulevard, State Route 210, and I-15 corridors are the core of our commercial development and provide both jobs for our families and revenues for our community services. Our economic base maintains a mix of cultural, residential, industrial, and local and regional commercial uses with stable development.
- As we mature as a City, infill development will maintain our high standards and will complement existing development.

The Spirit of Heritage

- We have an abiding respect for the heritage we share. Our historic communities – Alta Loma, Cucamonga, and Etiwanda – are at the heart of our City and must be preserved, honored, and enhanced. We encourage the preservation and restoration of historical buildings and cultural resources to recognize the contributions of our forefathers.

- Foothill Boulevard (Route 66) is the historic thread that ties our community together. We must continually revitalize the corridor while telling the story of the past and balancing preservation. This will be done through the adaptive re-use of buildings, strong architectural design, and public art.
- We promote the use of citrus and vineyard plantings to remind us of our agricultural past.
- Our outstanding views of the mountains, the varied natural topography of the area, and the trails that allow us to access these open spaces are assets and must be preserved.

The Spirit of Leadership

- We have a strong dedication to community planning. The quality of our built environment is by design. Our government leads by example. We are committed to achieving higher standards for community development, architecture, and landscaping. Our streetscapes reflect the high-quality development that we demand while embracing the concept of water conservation and ease of maintenance.
- We promote sustainable neighborhood and building design.

The Spirit of Tomorrow

- We are dedicated to a sustainable balance in land use patterns (residential, business, educational, agricultural, recreational, open space, and historic uses) and supporting transportation.
- We are proactive in the design and use of lands within our Sphere of Influence, being vigilant in maintaining open space wherever possible.
- We continue to provide a stable City government which respects the decisions of the past while being committed to long-range planning initiatives and the positive impacts of future development.

Land Use

In Rancho Cucamonga, vacant land has become a scarce resource. Land use decisions must be carefully crafted to protect established residential neighborhoods and plan for appropriate infill development while connecting land uses and transportation modes. These key objectives provide the framework for the City’s land use strategies.

Land use is a term that describes different types of activities that occur in a particular area. For example, some areas in Rancho Cucamonga contain homes while other areas contain stores, warehouses, parks, or schools. In some places, like Victoria Gardens, a mixture of uses creates an active and vital commercial and cultural center. This Land Use section describes the general location, type, and intensity of development throughout Rancho Cucamonga.

The maps, graphics, and text in this section also define the distribution, intensity, and preferred form of land uses within residential neighborhoods, along key corridors, and on specific sites. The Land Use Policy Map (Figure LU-1) presents a pictorial representation of land use policy. Cumulatively, these policies will shape future development to maintain and enhance all areas of Rancho Cucamonga.

Planning Context

The pattern of development within Rancho Cucamonga is characterized by essentially a north/south split roughly along Foothill Boulevard. The northern two-thirds of the City are predominately residential, while the southern third is largely industrial. Commercial centers are primarily clustered along Foothill Boulevard, Base Line Road, and several other major roadways. The northern edge of the Sphere of Influence is dominated by open space and hillside terrain. Table LU-1 identifies the land use distribution for the City and Sphere of Influence by general categories as of 2009.

Land Use	City Acres	Sphere of Influence Acres	Total Acres	Percent of Total
Residential	10,310	125	10,435	39.3%
Commercial	660	--	660	2.5%
Mixed Use	702	--	702	2.6%
Industrial	3,203	--	3,203	12.1%
Public Facilities	1,656	1,448	3,104	11.7%
Schools	536	--	536	2.0%
Parks	347	--	347	1.3%
Open Space and Conservation	707	1,186	1,893	7.1%
Vacant	2,503	3,168	5,671	21.4%
Total	20,624	5,927	26,551	100.0%

Source: Rancho Cucamonga GIS data, 2009.

The residential character of Rancho Cucamonga can be described as primarily low-density and consisting of high-quality, stable neighborhoods. Most residential uses located in the northern areas include large lot, detached homes. The lots become gradually smaller south of Banyan Street. Higher-density housing such as townhomes, condominiums, and apartment complexes are located in the central portion of the City, in the Terra Vista and Victoria neighborhoods.

Commercial uses vary greatly, from regional shopping centers to smaller neighborhood retail stores. Regional-serving commercial uses can be found on Foothill Boulevard, east of Haven Avenue, and at Victoria Gardens, located between Day Creek Boulevard, Foothill Boulevard, and I-15. Neighborhood shopping centers are distributed throughout the City and can be found at most major intersections. Many older neighborhood shopping centers located in the western portion of the City are struggling with vacancies, financial instability, and physical decay. Some of these centers may need revitalization or facelifts.

Industrial uses range from heavy industrial such as Tamco Steel and Mission Foods, to warehouses, distribution centers, and light industrial that includes business parks and office uses. Most of the industrial uses are located south of Foothill Boulevard, with the heavy industrial uses located on both sides of I-15.



Retail uses at Milliken Avenue and Base Line Road.



Modern and attractive office buildings along Haven Avenue.

Public facilities include government buildings such as City Hall, fire stations, and multi-purpose community facilities. Also included in this category are infrastructure such as cellular towers; water, gas, and electrical transmission lines; electrical plants and facilities; water district facilities; and flood control facilities (catch basins, levees, storm drainage channels, and spreading basins).

Rancho Cucamonga is a community that supports life-long learning with four elementary school districts (Alta Loma, Central, Cucamonga, and Etiwanda), one high school district (Chaffey Joint Union High School District), one community college (Chaffey College), and satellite facilities for other institutions of higher learning (University of La Verne and University of Redlands are examples). These facilities are distributed throughout the community.

One of the City's most attractive assets is Rancho Cucamonga's world-class park system. The system features facilities throughout the community designed to meet the needs of residents of all ages. Preserving open space for environmental and aesthetic value is a primary objective of the General Plan. Open space can serve multiple functions such as groundwater recharge, wildlife corridors, and neighborhood connections. The largest significant open space remains within the City's Sphere of Influence.

Many vacant lands have already been entitled for development but construction has not occurred. These parcels will continue to contribute to the community in the future through thoughtful design and development.

Land Use Growth Strategy

The General Plan reinforces established land uses attained in the City over the last 10 to 15 years by emphasizing protection of existing residential neighborhoods, and targeting of new residential, office, and commercial growth along major corridors, such as Foothill Boulevard and Haven Avenue south of Foothill Boulevard, where development opportunities exist on vacant or underutilized properties.

The land use growth strategy will focus on the following three objectives:

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

Protection of Established Residential Neighborhoods

The City's neighborhoods reflect the history, strength, and character of Rancho Cucamonga, and the General Plan continues the City's practice of protecting, maintaining, and enhancing established residential neighborhoods. New development will be required to complement and reinforce the unique character of each neighborhood through sensitive infill projects and transitions in scale of development.

Existing neighborhoods are stable and provide good access to parks and schools. The City is committed to fostering strong, safe, and vibrant neighborhoods, and ensuring that parks and schools are connected to a comprehensive trails and sidewalk pedestrian system.



Residence on Etiwanda Avenue.

Infill Development

Between 1999 and 2009, development largely occurred in the northeast Etiwanda portion of the City and around the Terra Vista and Victoria neighborhoods. In fact, most of those neighborhoods are now fully developed. However, many small opportunity areas remain, and vacant lots are located throughout the City where new development can take place. Struggling commercial shopping centers also present opportunities for revitalization.

Successful infill development is characterized by overall residential densities that support public transit and commercial districts that offer a wider variety of convenience services and amenities. Well-planned infill can create cultural, social, recreational, and entertainment opportunities, gathering places, and bring vitality to historic roadway corridors (e.g., Foothill Boulevard) and neighborhoods. Attention to the design of infill development is essential to ensure that the new development fits in with the established physical context and gains acceptance from surrounding residential neighborhoods. A cooperative partnership between government, the development community, neighborhood organizations, and other resources is essential to achieve infill success. Successful infill development has already occurred. For example, the Town Square development at the southwest corner of Haven Avenue and Foothill Boulevard has integrated residential and commercial development.



The Town Square development integrates commercial and residential development.

Infill development can provide the following benefits:

- **Responds to the Needs of the Community.** Infill can contribute to unmet economic, social, or civic needs in the community. Through sensitive design, infill can introduce new development into the community and achieve a balanced mix of well-designed housing types, sizes, and prices for all income levels, in combination with a variety of commercial and/or civic and cultural uses.
- **Appearance and Viability.** Infill development can be designed to complement surrounding development, create connected and sociable places, and ultimately increase property values. Infill development can address gaps in the existing community structure, provide for continuity and enclosure of the streetscape, and add elements that give a place definition and security.
- **Walkability.** Infill development can enhance circulation and walkability of a community by replacing vacant, deserted sites with revitalized businesses that relate to the surrounding neighborhood through street-friendly and pedestrian-friendly design.
- **Infrastructure.** Infill development capitalizes on existing infrastructure and minimizes the need for costly new improvements. Although some infrastructure may require upgrading to meet new demand, the broader community is likely to benefit from those improvements.
- **Access to Healthy Food.** In connection with the City's commitment to a Healthy Mind, Body, and Earth, the City recognizes the need to support land uses that improve access to healthy food in the community. Community gardens, school gardens, farmers' markets, and edible estates have a unique purpose, function, and placement within the community. They provide a means for the community to enjoy the benefits of land uses that will produce healthier food choices while gaining social, cultural, and fitness benefits as well. Refer to Chapter 5: Community Services, for additional information.

Land Use and Transportation Connections

An important component of the General Plan is its focus on connecting all areas of the City with transportation options. Transportation options may include bus or shuttle transit, walking, and bicycling. In the Alta Loma and Etiwanda communities, equestrian travel is a transportation option as well.

Undisputedly, Rancho Cucamonga is dependent on the automobile as the primary mode of transportation, whether cars are used to go from home to work, school, shopping, or elsewhere in the community. However, the General Plan incorporates greater transportation options, such as walking and transit, particularly through infill and Mixed Use development. For example, residents living in a new Mixed Use development should not only be able to walk a few blocks to grab a bite to eat or get a cup of coffee, but also to access a transit line.

The General Plan includes planning for new trails that link established residential neighborhoods and connect them with shopping centers, employment areas, and schools and parks. The Pacific Electric Trail will serve as an important east-west connector to the City's comprehensive trail network.

See the Community Mobility Chapter for a discussion of complete streets and a comprehensive bikeways plan.

Land Use Plan

The Land Use Plan guides the development, maintenance, and improvement of land and properties in Rancho Cucamonga. The Land Use Plan, illustrated in Figure LU-2 and described below, will allow the City to both preserve the unique qualities that define Rancho Cucamonga and forge a new path toward a sustainable future.

Rancho Cucamonga actively works toward creating a community with a balanced mix of land uses that fosters economic, environmental, and social sustainability. The City continues to lead Inland Empire cities in testing new ideas that support emerging business practices and lifestyle trends, such as high-density housing and flexible business space. New approaches to land use planning and development are driven by the need to create connections between land use and transportation choices, and to achieve more sustainable development approaches.

Density and Intensity

Density and intensity are quantitative measures used to describe how much development may occur on a property. For residential uses, the term “density” is used. The Rancho Cucamonga General Plan describes density in terms of the number of dwelling units allowed per net acre (du/acre), exclusive of streets and public rights-of-way.

For nonresidential land use categories (e.g., commercial or industrial), the term “intensity” is used. Development intensity addresses the amount of building square footage that is on a particular parcel or lot. Intensity can be described in many ways, including total building square footage, the percent of the lot the building occupies, the mass of a building, or floor-area ratio. The General Plan uses floor-area ratio, or FAR, to measure nonresidential intensity. FAR is the ratio of the total gross floor area of all buildings on a lot to the total net area of the lot. It does not include the area within parking structures (see Figure LU-1).

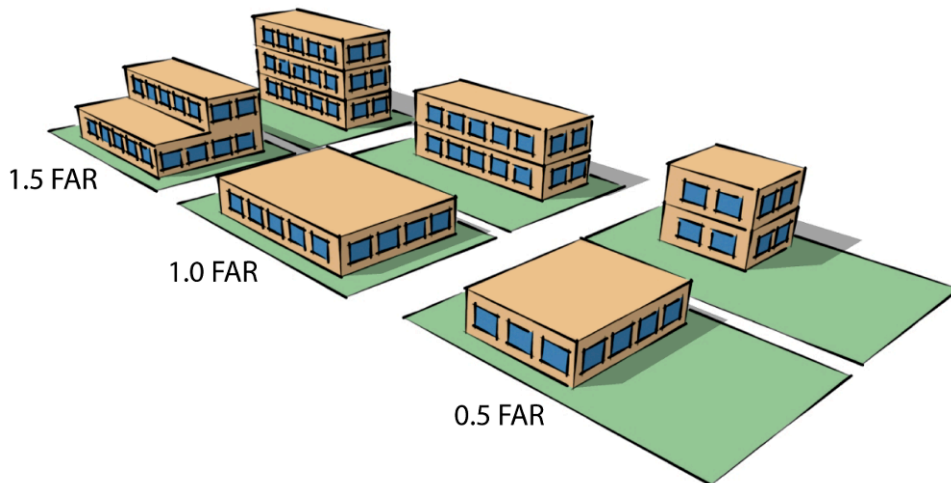


Figure LU-1:
Floor-Area Ratio (FAR)

Example:

$$FAR = \frac{\text{Gross Building Area (all floors)}}{\text{Lot Area}} \quad 0.5 \text{ FAR} = \frac{50,000 \text{ sq. ft.}}{100,000 \text{ sq. ft.}}$$

The determination of development intensity or density at which a proposed project can occur is a function of: 1) General Plan policies intended to maximize public safety, achieve high-quality site planning and design, retain significant natural

resources, and ensure compatibility between uses; and 2) development standards contained in the Development Code, public works standards, and other City regulations.

Residential Designations

Six residential land use designations are established to preserve the character of existing residential neighborhoods and to create opportunities for new housing types. While residential uses are the primary permitted uses, other complementary and compatible uses can be entitled as Development Code regulations permit, such as parks, trails, special residential uses addressed by State law, child care facilities, schools, and places of religious assembly.



Very Low Residential

Each of the residential use categories includes a range of allowable densities. The maximum density defines the maximum number of units per net acre at which development can occur within a given area. The determination of precise density, development location, and lot coverage on any residential property is a function of: 1) the provisions of the General Plan that are intended to maximize public safety, achieve high-quality site planning and design, retain significant natural resources, and ensure compatibility between uses; and 2) the building and development standards contained in the Development Code, public works standards, and other applicable regulations and ordinances.



Low Residential

Very Low Residential (0.10 to 2.0 Dwelling Units per Acre)

The Very Low Residential designation is characterized by detached, very low-density single residential units on 0.5-acre lots or larger, with private yards and private parking. This designation generally applies to the foothill areas north of Banyan Street and north of the Pacific Electric Trail in the Etiwanda area. There are some areas below Banyan Street that are also required to meet the same requirements as the Equestrian/Rural Overlay area (see Land Use Overlay discussion below). New development is required to provide community and local trails for equestrian use in accordance with the Hiking and Riding Trails Plan, the Trail Implementation Plan, and the Equestrian/Rural Area Overlay District. Typical population density is 1-6 persons per acre.



Low Medium Residential

Low Residential (2.0 to 4.0 Dwelling Units per Acre)

The Low Residential designation is characterized by detached, low-density single residential units on individual lots forming a cohesive neighborhood, with private yards and private parking. Typical population density is 6-13 persons per acre.



Medium Residential

Low Medium Residential (4.0 to 8.0 Dwelling Units per Acre)

The Low Medium Residential designation is characterized by detached or attached housing structures that contain either one or two individual dwelling units, such as single-unit zero-lot-line homes, cluster and patio homes, and duplexes. All development approaches include private, individually accessible parking for each unit. Development of townhomes at the upper end of the range may be suited to locations near commercial areas and along major arterials. This designation encourages housing diversity without changing the low-intensity character of the neighborhood. Typical population density is 13-26 persons per acre.

Figure LU-2: Land Use Plan
(11x17)

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Medium Residential (8.0 to 14.0 Dwelling Units per Acre)

The Medium Residential designation is characterized by detached and attached residential units, including small-lot subdivisions, duplexes and triplexes, and attached townhouse-type developments that provide private open space and multi-unit structures that comprise a cohesive development incorporating common open space areas. Mobile home parks are also allowed in this designation. Residential units may contain private yards and private parking or open common areas and shared parking. Building intensity at the lower end of the density range is suitable adjacent to low and very low-density residential areas. Typical population density is 26-45 persons per acre.

Building intensity at the higher end of the range is more appropriate adjacent to parks, along transit routes and arterial roads, and near activity centers. Development at the higher densities normally consists of a semi-detached or attached unit design. The Medium Residential designation also serves as an appropriate buffer between low-density residential areas and areas of higher-density commercial activities.



Medium High Residential

Medium High Residential (14.0 to 24.0 Dwelling Units per Acre)

The Medium High Residential designation is characterized by low-rise condominiums and apartment buildings. Approaches to development may consist of multiple-unit buildings or groups of buildings, with both private and common open space areas provided. This density is appropriate near major community facilities, employment centers, and along major thoroughfares with transit availability. Typical population density is 45-77 persons per acre.



High Residential

High Residential (24.0 to 30.0 Dwelling Units per Acre)

The High Residential designation is characterized by higher-density, multi-story residential development with a focus on providing an urban intensity and function at locations within walking distance to transit, recreation and community facilities, employment centers, and commercial services. Development typically is characterized by buildings between three to six stories in height and with open common areas. On-site amenities for residents are provided. Typical population density is 77-97 persons per acre.

Commercial Designations

Four commercial designations establish opportunities for varied commercial business enterprises. Commercial areas provide places where residents and visitors can shop for goods and services, and where businesses can locate to serve local, regional, and international markets.

Each of the non-residential designations indicates a probable and maximum level of development intensity. The building intensity is measured according to the FAR. The FAR describes the intensity of the use on a site and not the building height or site coverage. It does not include the area within parking structures. The lower number in the FAR range indicates the probable FAR on average but in some cases, it may be lower. The higher number is the maximum FAR for any specific project. The FAR is applied to the gross acreage of a project or lot, less that portion of the site to be dedicated to arterial highways, flood control channels, and easements, as defined in the Community Mobility Chapter.



Office

Office (Probable FAR of 0.40 and Maximum FAR of 1.0)

The Office designation concentrates office-oriented business activities near centers of commercial activity and avoids the building of individual, isolated office buildings. Office developments may include low-rise, multi-tenant garden-type arrangements, particularly along the I-15 corridor, Haven Avenue Office Overlay district, and within Mixed Use designated areas. Business activities permitted within this category include corporate headquarters, administrative and professional offices, finance, legal, insurance, real estate services, banks, and business support services. Supportive convenience retail and service commercial uses such as restaurants may also be allowed to serve the needs of employees and visitors.

Neighborhood Commercial (Probable FAR of 0.25 and Maximum FAR of 0.35)

The Neighborhood Commercial designation provides for small-scale shopping centers (5 to 15 acres in size) located near or within residential neighborhoods and offering convenient retail goods and services for residents. Examples of permitted uses include small-scale restaurants, grocery and convenience stores, service businesses that generate limited traffic, and boutique retail sales. Neighborhood

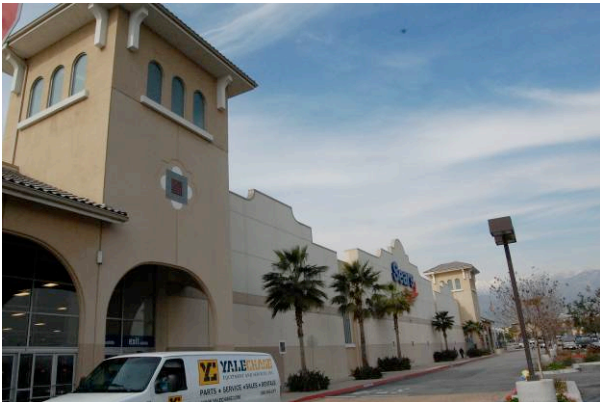
Commercial centers should be compatible in design and scale with adjacent residential areas. Convenient paths for pedestrian and bicycle access into and around the center should also be provided.



Neighborhood Commercial

General Commercial (Probable FAR of 0.25 and Maximum FAR of 0.35)

The General Commercial designation applies to properties along major activity corridors. This designation provides for a wide range of community-oriented and regional-oriented commercial businesses, including businesses that cater to tourists traveling on Historic Route 66 (Foothill Boulevard). Rather than perpetuate the linear “strip” configuration along arterial highways and parking-lot-dominated commercial centers that represent development approaches of the past, the General Commercial designation emphasizes cluster approaches and buildings pulled close to the roadway, with reciprocal access provided between commercial developments.



Community Commercial

Community Commercial (Probable FAR of 0.25 and Maximum FAR of 0.35)

The Community Commercial designation allows for a development of larger retail, entertainment, and commercial service business centers, generally as part of a cohesive and coordinated shopping destination of retail and service-oriented businesses that serve the entire community. Community areas typically include larger retail uses, theaters, restaurants, professional and medical offices, and community facilities. Community Commercial

centers encompass sites from 10 to 50 acres in size, with buildings or collections of buildings containing 100,000 square feet or more of floor area. Design of Community Commercial centers includes well-designed pedestrian connectivity between uses and parking areas.

Mixed Use Designation

The Mixed Use designation recognizes that portions of Rancho Cucamonga are evolving into more urban places, and that the community desires the creation of new, more sustainable development forms. Mixed Use development approaches offer opportunities for people to live close to work or near transit stops, to walk to neighborhood stores and parks, to enjoy indoor and outdoor entertainment close to home, and to experience exciting pedestrian districts.

Mixed Use (Probable FAR of 0.40 and Maximum FAR of 1.0)

The Mixed Use designation offers opportunities for more intensely developed districts that combine complementary commercial, office, residential, and community uses in areas with easy access to transit. Mixed Use development may occur in two ways: 1) as a combination of uses within a single building (for example, retail on the first floor and residential or office on the upper floors); or 2) as a combination of uses on multiple parcels within a specified district of the City. In either case, the intent is to achieve a complete integration of the uses and their support functions into a livable development that fosters a strong sense of place.

The desired outcome of the Mixed Use designation is to create special urban places within the general suburban pattern of single-purpose uses. Victoria Gardens and the Town Center at Haven Avenue and Foothill Boulevard are exemplary developments that incorporate highly successful Mixed Use concepts.

Community expectations of Mixed Use developments involve excellence in site planning, design, public safety, and use configurations based on the following criteria:



Mixed Use

- Development projects will be interconnected rather than being rigidly separated.
- New commercial and Mixed Use development will emphasize pedestrian orientation in site and building design and promote a walkable environment with active street frontages, well-scaled buildings, and usable public spaces such as small plazas, courtyards, and sidewalk cafes that are highly accessible and convenient to residents and visitors.
- Parking lots and enclosed parking facilities will generally be located to the rear of buildings or at other locations where they are not visible from major streets.
- Safe and convenient pedestrian movement will be provided into and within the site.
- The mix of uses will promote walkability by offering goods and services that appeal to and meet the needs of adjacent and nearby residents.
- Development forms will consist of generally higher intensities of use than in surrounding areas.
- Projects will express a common design theme that may be carried out by architectural styles, landscaping and lighting treatment, street improvements and street furniture, and other means of unifying the development. This does not preclude an eclectic mix of architectural styles, but development will be tied together in physical form by some means.

- Development approaches will involve a variety of scales and spaces to provide interest and diversity.
- An integrated circulation system of arterial access, internal circulation, parking facilities, pedestrian pathways, bicycle routes, transit stops (where applicable), and related signage will be provided. Movement among uses within a district will be possible without forcing patrons to use adjacent arterial highways.
- Crime Prevention Through Environmental Design (CPTED) principles will be integrated into development approaches to provide both the reality and perception of public safety.
- Adequate emergency vehicle access will be provided to address public safety needs.
- All development will provide a unique and engaging experience for residents and visitors to the City, similar to those often found in older, walkable towns and cities.

Victoria Gardens integrates a retail shopping experience with public spaces, including courtyards, squares, open greens, playgrounds, and plazas.



Each application of the Mixed Use designation on the Land Use Plan has a specific intent, and the designation includes guidance tailored to the individual area. Flexibility is allowed and combinations of uses are permitted at a variety of intensities. Each of the Mixed Use areas discussed below includes a description of the area and the uses that are allowed. Tables LU-2 and Table LU-13 identify more specific standards for the Victoria Gardens/Victoria Arbors and Industrial Area Specific Plan (Subarea 18) Mixed Use areas. Unless otherwise specified, the most intensive combination is the most desirable.

The successful application of Mixed Use provisions inherently favors large area master planning allowing for greater development flexibility. Such master planning generally requires consolidated ownership or partnership agreements within the Planning Area. Mixed Use planning over fragmented ownership patterns and smaller project area size is problematic. Consolidation for development of Mixed Use projects is strongly encouraged. Alternatively, development proposals that contain fragmented ownership patterns within a Mixed Use area should be required to master plan adjoining areas outside of the proponent's site. The Mixed Use areas include (numbers correspond with Figure LU-3):

1. Victoria Gardens/Victoria Arbors
2. Town Center (Foothill Boulevard and Haven Avenue)
3. Terra Vista
4. Foothill Boulevard between Hermosa Avenue and Center Avenue
5. Foothill Boulevard between Archibald Avenue and Hellman Avenue
6. Foothill Boulevard at Helms Avenue and Hampshire Street
7. Foothill Boulevard and Mayten Avenue
8. Industrial Area Specific Plan (Subarea18)
9. Foothill Boulevard and Deer Creek Channel
10. Haven Avenue and Church Street Site
11. Western Gateway (Bear Gulch Area)
12. Foothill Boulevard and Cucamonga Channel Site
13. Historic Alta Loma (Amethyst Site)
14. Southwest corner of Foothill Boulevard and Vineyard Avenue
15. Southeast corner of Foothill Boulevard and Haven Avenue
16. Southeast corner of Etiwanda Boulevard and Candlewood Street
17. Northwest corner of Foothill Boulevard and Etiwanda Avenue
18. Northeast corner of Foothill Boulevard and Etiwanda Avenue
19. Southeast corner of Foothill Boulevard and Etiwanda Avenue
20. Northwest corner of Foothill Boulevard and East Avenue

Industrial Designations

Industrial areas in Rancho Cucamonga benefit from their strategic location near the I-15 and I-10 freeways, the Metrolink station, and railway lines. A variety of light industrial, business park, office, manufacturing, heavy industrial, and similar business and industrial uses have been established, providing diverse employment opportunities for residents throughout the Inland Empire. Three Industrial designations are established that continue to provide many industrial development opportunities.

Industrial Park (Probable FAR of 0.40 and Maximum FAR of 0.60, except Hotels/Motels – Maximum FAR of 1.0)

The Industrial Park designation accommodates master-planned concentrations of light industrial, research and development businesses, green technology, and general and medical office uses. The designation also allows for limited convenience goods and services for employees and visitors. Industrial Park uses are typically labor intensive, meaning that the number of employees per acre is higher than uses involving mostly manufacturing or warehousing. The Industrial Park designation applies to major traffic corridors in the City, including 4th Street, Haven Avenue, Arrow Highway, and Foothill Boulevard, near the largest concentrations of civic and commercial activity.



Industrial Park

General Industrial (Probable FAR of 0.50 and Maximum FAR of 0.60)

The General Industrial designation permits a wide range of industrial activities that include manufacturing, assembling, fabrication, wholesale supply, heavy commercial,

green technology, and office uses. Where adjacent to residential uses, properties designated General Industrial should be designed for office uses, or site planning should incorporate buffering techniques to minimize noise and traffic impacts associated with the industrial activity.

Heavy Industrial (Probable FAR of 0.40 and Maximum FAR of 0.50)

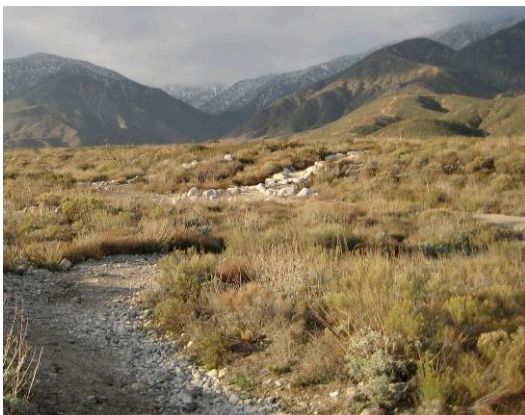
The Heavy Industrial designation permits heavy manufacturing, compounding, processing or fabrication, warehousing, storage, freight handling, and truck services and terminals, as well as supportive service commercial uses. Heavy Industrial areas are located to take advantage of rail lines and arterial roadway access, and to minimize impacts on surrounding land uses.

Open Space Designations

The Open Space designations identify areas devoted to the preservation of natural resources and outdoor recreation. The General Plan establishes four Open Space designations.

Hillside Residential (0.10 to 2.0 Dwelling Units per Acre)

The Hillside Residential designation is established to: 1) maintain the natural open space character of sensitive areas in the Sphere of Influence; 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 that respects and responds to the sensitive environmental conditions in the hillsides. The maximum dwelling unit density may not exceed two units per net buildable acre in accordance with the provisions of the Development Code. Buildable acre is considered to be a contiguous area of the lot, which is less than 30 percent in natural slope, or the area determined through the environmental studies and investigation as buildable and is subject to slope/capacity factor calculations contained in Section 17.24.080 of the Development Code. Maximum population density is 1.6 persons per acre.



Open Space

Open Space (0 to 0.10 Dwelling Units per Acre)

The Open Space designation, which applies to both public and privately owned lands, is designed to: 1) establish protection in areas of fire, geologic, seismic, or flood hazards through restriction of intensive uses; 2) promote the retention of open space for recreational use and the protection of natural resources; and 3) promote the preservation of open spaces that protect natural features, offer views to residents, and maintain open areas where flood, fire, geologic, and seismic conditions may endanger public health and safety. Recreational uses, including golf courses, are permitted where terrain and access are appropriate to accommodate such uses.

On private lands designated Open Space, one residential unit is permitted per 10 acres, with at least one unit permitted on lots less than 10 acres in size. Maximum population density is 0.3 persons per acre.

Conservation (FAR Not Applicable)

The General Plan recognizes the sensitivity of the Riversidian Alluvial Fan Sage Scrub (AFSS) habitat and the benefits it provides for wildlife conservation. The purpose of the Conservation



Flood Control/Utility Corridor

designation is to identify sensitive areas like AFSS habitat that will be managed to preserve and protect sensitive habitat, wetland resources, and sensitive plant and animal species potentially occurring in designated areas.

In cooperation with the County of San Bernardino, the City has designated vital AFSS areas within the Sphere of Influence as Conservation, and distinct and defined conservation areas have been set aside as mitigation sites for various State, County, City, and private projects. Additional parcels may be purchased in the future as mitigation for other projects in the region.

As development of habitable structures is not permitted within the Conservation designation, no FAR standard applies.

Flood Control/Utility Corridor

The Flood Control/Utility Corridor designation includes lands primarily used for flood control purposes and to support public utilities. Improvements typically include flood control channels, drainage basins, and major utility corridors, such as high-tension electric power transmission lines and towers. Flood control facilities include improved channels and natural waterways under the control of the City and the San Bernardino County Flood Control District. Both Deer and Day Creeks, along with utility easements within the Sphere of Influence, are key elements of the Flood Control/Utility Corridor designation.

As development of habitable structures is not permitted within the Flood Control/Utility Corridor designation, no FAR standard applies until they are deemed surplus, rezoned, and subdivided.

The majority of this designation falls in the City's Sphere of Influence where the area is subject to flooding, potential wildland fires, and geologic and seismic hazards. To provide a high level of public safety, these areas should be left natural for the most part, offering residents the additional benefits of a scenic and recreational resource with limited development potential.

Public Facility Designations

The Public Facility designations refer to uses operated for public benefit. The General Plan establishes the following three Public Facility designations.

Civic/Regional (Probable FAR of 0.40 and Maximum FAR of 1.0)

The Civic/Regional designation applies to diverse public and quasi-public uses, including the Civic Center and police station, the County Courthouse facilities, the county jail/detention center, City fire stations, City libraries, post offices, and the City public works yard.

Schools (Probable FAR of 0.10 and Maximum FAR of 0.20)

The Schools designation identifies both existing and planned schools within the City and Sphere of Influence. Elementary, junior high, high school, and college locations are indicated by type on the Land Use Policy Map. School sites indicated as "planned" may change as growth projections and student forecasts dictate.

Parks

The Parks designation identifies both existing and planned public parks within the City and Sphere of Influence. Existing parks include developed



Civic/Regional



Schools



Parks

Managing Land Use, Community Design, and Historic Resources

parkland owned by the City. Parklands include traditional neighborhood-level and community-level parks, as well as multi-purpose recreation-oriented lands such as the Epicenter and Central Park. Planned park sites are identified generally in areas where future residential development will occur. The location of future parks will be further defined by detailed neighborhood site planning and the City's desire to locate new parks adjacent to and integrated with school sites. The City also controls 130 acres of undeveloped parkland not including undeveloped trail acreage.

Land Use Overlays

To add additional flexibility for land development while maintaining other community goals and priorities, the City has created overlay zones for very specific areas. These include the Haven Avenue Office District, the Equestrian/Rural Area, and the Master Plan Overlay. The benefit of overlay zones is the ability to customize development agreements to achieve higher standards and appropriate densities that support the overall goals of the district. In addition to these, the Development Code also includes a Senior Housing Overlay District and the Hillside Overlay District.

Haven Avenue Office Overlay

The Haven Avenue Office Overlay District provides an area for intensive, high-quality office development at this highly visible community gateway. A progressive, sophisticated, and urban style of development is required for the area, which is envisioned as the City's premier office corridor. Haven Avenue has a unique combination of access to I-10 and LA/Ontario International Airport, making it an ideal location for high-end office development.

Equestrian/Rural Overlay

The Equestrian/Rural Overlay District allows for the keeping of horses and other farm animals, subject to regulations specified in the Development Code. All new developments within this overlay zone are required to provide community and local trails for equestrian use in accordance with the Hiking and Riding Trails Plan (see Chapter 5, Community Services). Properties designated as Very Low Residential are also subject to the Equestrian/Rural Overlay regulations.

Master Plan Overlay

The Master Plan Overlay District provides a tool to look beyond the limits of a particular property to solve area- or district-wide circulation, drainage, and neighborhood compatibility issues. The Master Plan Overlay creates an opportunity for the City to address the special or unique needs or characteristics of certain areas so designated by the General Plan, to ensure a harmonious relationship between existing and proposed uses, and to coordinate and promote the community improvement efforts of both private and public resources. The requirement for implementation of a project using the Master Plan Overlay is to prepare a conceptual master plan as a precursor to entitlement approval. Figure LU-2 identifies the locations of the Master Plan Overlays.

Planning Direction for Mixed Use Areas

Mixed Use designations assume a significant role in this General Plan. The majority of these designations are arrayed along Foothill Boulevard near major street intersections. Their location is of critical importance because Foothill Boulevard is one of the City's core commercial corridors. Additional mixed use areas are located along bus routes (and bus stops), near the Rancho Cucamonga Metrolink Station and historic downtown Alta Loma. These locations are important as they are areas of more intense commercial activity, interest, or opportunities.

Mixed Use: Victoria Gardens/Victoria Arbors

The Victoria Gardens/Victoria Arbors Mixed Use area (#1 on Figure LU-3) is bounded by Foothill Boulevard, Base Line Road, I-15, and the Day Creek Flood Control Channel. This Mixed Use area is intended to:

- Achieve a powerful commercial magnet within the region
- Create a unique urban village
- Establish a City and regional landmark of visual excellence
- Include a performing arts/cultural center of regional significance

A majority of the regional commercial component has already been completed, including a performing arts/cultural center - the Victoria Gardens Cultural Center. A portion of the site will include additional residential, retail, and office development.

Public/Quasi Public uses, in addition to the Victoria Gardens Cultural Center, include public parks, privately owned spaces open to the public during normal hours of operation, pedestrian paths and sidewalks, bikeways, landscape and hardscape areas within and connecting to public spaces, schools to serve residential uses, and other public facilities necessary to achieve a well-supported development and ensure a high level of amenities.



Victoria Gardens creates a very pedestrian-friendly environment.

Residential uses are intended to be an integral part of the development rather than developed as separate enclaves isolated from other activities and uses. Buffering, building design and orientation, lighting control, noise control, and other considerations to ensure a high standard of quality for residential development are required. The intent is to create a truly contemporary urban complex based on the best urban design practices. A variety of densities and housing types, from multi-unit condominiums and apartments to detached single unit residential, is envisioned. Housing types that cater to the lifestyles of couples and professionals without children are one example of the emerging market niche that is particularly suited to this area. Building types and standards need not conform to residential designations applied elsewhere in the City, but a mix of housing types is required. Table LU-2 specifies the uses and the range of development for each type of land use. The land

use categories are broad to allow for a high degree of flexibility and responsiveness to the market. Figure LU-3 identifies the locations of the Mixed Use designations.

Residential uses are within walking distance of the retail, entertainment, public spaces, and cultural facilities at Victoria Gardens.



Table LU-2: Victoria Gardens/Victoria Arbors Land Use Mix

Land Use	Percent Range	Acreage Range Density (du/acre) Dwelling Unit Range	Estimated “Most Case” Acres/Dwelling Units (du)
Commercial – retail, service commercial, office, tourist commercial	20% - 40%	99-209 acres	220 acres
Public/Quasi Public – performing arts center, trails, landscape/hardscape, public spaces	5% - 12%	26-61 acres	40 acres
Civic/Parking Area		5.33 acres	5.33 acres
Residential	15%-29%	77-148 acres @ 14 du/acre ² 788 to 1,757 du	93 acres @ 14 du/acre ² 987 du
Residential/Mixed Use Main Street Area	0% - 5%	5-21 acres 14-100 du/acre 385 du	5 acres @ 100 du/acre 385 du
Residential Low Medium	6%	32 acres 4-8 du/acre 128 to 256 du	32 acres @ 8 du/acre ³ 208 du ³
Total Residential¹	21%-36%	112-206 acres 1,206 to 2,398 du	133 acres 1,580 du
Rights-of-way – collector/local roads	20%-25%	102-128 acres	115 acres
Totals	100%	510 acres	510 acres

Notes:

1. The acreage in this category also includes land for local park and school purposes.
2. Indicates target density, not a range. Actual density may increase up to 20 du/ac as long as the total of 1,082 dwelling units is not exceeded.
3. Indicates target dwelling units based on historic City experience where development occurs midway between 50-75% of the range.

Figure LU-3: Mixed Use Areas

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Mixed Use: Town Center (Foothill Boulevard and Haven Avenue)

The Town Center Mixed Use Area (#2 on Figure LU-3) functions as a vibrant community activity center at the southwestern corner of the Haven Avenue and Foothill Boulevard intersection. The other three corners are comprised of a mix of public service, commercial, office, and historic uses. The intent of the Mixed Use designation at this location is to:

- Complete and strengthen the town center complex with complementary, community-oriented uses.
- Introduce a distinct, intensified, Mixed Use development project that maximizes the potential of this key site and relates to surrounding uses in the node.
- Reinforce the Haven Avenue office corridor and anchor it at the north end.
- Contribute to a unique architectural presence by providing a design contrast to the City Hall/County Courthouse facilities, Town Center commercial complex, and the historic Virginia Dare winery building.

The primary, but not exclusive, uses are Multi-Family Residential and Commercial Office, within the Town Center node at Foothill Boulevard and Haven Avenue. Office uses, when completed, will be located along Haven Avenue and will provide convenient pedestrian access to nearby commercial and civic uses. Commercial uses include specialty restaurants, cafes, small retail stores, and other service commercial uses catering to the large employee population along Haven Avenue and the nearby industrial area. The design and façade treatment of commercial uses complement and provide visual interest. Common outdoor spaces provide comfort and shelter within an attractive landscaped/hardscaped setting, and connect to the Foothill Boulevard and Haven Avenue intersection.

Public/Quasi Public uses complement the City Hall and the County courthouse facilities. Government offices, community meeting facilities, and a public plaza or sculpture garden represent some of the possibilities. Public spaces provide connections, both physically and visually, to other uses within the Town Center node. This area offers a special opportunity to reflect a strong visual recognition of the vineyard historical heritage in this central portion of the City; this topic is also discussed in the Community Design section of this Chapter.



Town Center at Foothill Boulevard and Haven Avenue.

Residential uses are an integral part of the development, oriented to the Town Center node. The location is well suited for workers seeking condominiums and higher-end apartments close to jobs and community services. Pedestrian connections between residential and non-residential uses are lined with open space paseos and well-lighted paths.

Mixed Use: Terra Vista

The Terra Vista Mixed Use Area (#3 on Figure LU-3) is located along the north side of Foothill Boulevard and is bisected by Milliken Avenue. This area is part of the Terra Vista Community Plan, approved in 1981, and one of the key remaining areas left to be developed within the Terra Vista Community. The intent is to:

- Establish a large office complex with an emphasis on medical corporate offices and financial services.
- Complement the concentration of health care and medical facilities in the area.
- Incorporate a high-density residential component near commercial and public services.

Mixed Use: Foothill Boulevard between Hermosa Avenue and Center Avenue

This site is located on the north side of Foothill Boulevard, between Hermosa Avenue and Center Avenue (#4 on Figure LU-3). A Master Plan was approved and implemented for the site, which includes a 10.5-acre, 166-unit workforce multi-unit housing project, an existing restaurant at the northwest corner of Foothill Boulevard and Center Avenue. The properties at the northeast corner of Foothill Boulevard and Hermosa Avenue are underutilized and provide an excellent opportunity for redevelopment. The intent of the mixed use designation is to introduce a combination of uses that balances the site's proximity to commercial and residential development.

Medium High Residential Development along Foothill Boulevard between Hermosa and Center Avenues.



Mixed Use: Foothill Boulevard between Archibald Avenue and Hellman Avenue

This area (# 5 on Figure LU-3) is comprised of a stretch of small properties along the north side of Foothill Boulevard that are candidates for revitalization. Since Foothill Boulevard is also Historic Route 66, it has seen much change over the years. Many of the shopping centers reflect a different style and set of standards than more contemporary developments. Therefore, their vitality has been limited and, over the course of time, will diminish.

Revitalization can occur either on an individual parcel basis or more comprehensively through land assembly. A large portion of this area has already been developed for residential use (Main Street at Route 66). The remaining corners at Hellman and Archibald Avenues have not been redeveloped. This Mixed Use designation will facilitate the re-use of challenging parcel sizes and dimensions through flexibility in site planning and use configuration. The intent is to achieve:

- A revitalized “mini-district” that has unique appeal to residents and visitors
- An intimate, walkable character with an interesting mix of businesses integrated with residential
- A distinct appearance and ambiance that sets the area apart from other portions of Foothill Boulevard
- A small but distinct complex of multi-unit housing that gives the neighborhood a permanent residential anchor



“Main Street at Route 66” residential development along Foothill Boulevard, near Hellman Avenue.

Retail uses may be combined with office uses to achieve multi-story buildings. The clustering of buildings is desirable, along with shared parking facilities. The overall design should provide a pedestrian ambiance that is distinct from the surrounding auto-oriented commercial development.

Residential development is an integral part of this Mixed Use area. A range of housing types is envisioned, including condominiums, apartments, and lofts. The inclusion of home enterprise (live/work) uses may involve more activity than typical home occupations but will still present a fundamentally residential character. The creative integration of residential development will add variety and ongoing activity along this segment of Foothill Boulevard.

Mixed Use: Foothill Boulevard at Helms Avenue and Hampshire Street

This site is located on Foothill Boulevard between Helms Avenue, Hampshire Street, and Malachite Avenue (#6 on Figure LU-3). The long-established commercial shopping center presents an opportunity to revitalize this site with neighborhood commercial-serving uses and residential development. The self-storage facility located at Helms Avenue and Hampshire Street will buffer the low-density residential development to the south.

Mixed Use: Foothill Boulevard and Mayten Avenue

This site is located on Foothill Boulevard and Mayten Avenue (#7 on Figure LU-3). The relatively large vacant site should provide a combination of restaurants, entertainment, retail, hospitality, office, and residential opportunities within an urban village setting. Commercial uses should be located along Foothill Boulevard, with retail buildings fronting the boulevard to create a more pedestrian-friendly street frontage. Large-scale retail business and “big box” buildings are allowed so long as they accommodate automobile, pedestrian, and a variety of modes of transportation. Smaller retail and restaurant buildings are encouraged to be grouped continuously along the street, while individual building pads separated by large parking areas are discouraged.

A pedestrian-friendly, gridded street network is recommended for the interior to connect the commercial and residential areas, while surface parking areas are encouraged to be located behind buildings. Pedestrian connections to Foothill Boulevard and transit stops will also be important.

The residential component will provide connections in the form of small interior streets and pedestrian paseos to the commercial and office components of the development. Residential development should also include an active street front instead of blank walls along Mayten Avenue and Malaga Drive, and interior streets to connect the various parts of the development. Isolated and gated residential development that is walled off from adjoining uses would be prohibited.

Mixed Use: Industrial Area Specific Plan (Sub-Area 18)

This area is bounded on the south by 4th Street, on the east by Milliken Avenue, on the north by the railroad, and on the west by Utica Street (#8 on Figure LU-3). It includes the Metrolink Station off Milliken Avenue. The Industrial Area Specific Plan (Empire Lakes) Mixed Use area reflects the mixed land use approved under the Rancho Cucamonga IASP Sub-Area 18 Specific Plan. The intent of the Mixed Use designation is to:

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

The Rancho Cucamonga Industrial Area Specific Plan (IASP) Subarea 18 Specific Plan is located north of 4th Street, south of a commuter and freight railway, west of Milliken Avenue, and east of Utica/Cleveland Avenues (#8 on Figure LU-3). The plan provides a more urban, medium-to-high density development pattern with a mix of attached and detached residences, non-residential (office, commercial, etc.) uses, and private and common open space areas. Characteristic of the plan will be its pedestrian-oriented setting and access to various transit options including the Metrolink San Bernardino Line via the Rancho Cucamonga Station located at the northeast corner of the specific plan area. The plan is intended to provide a unique and engaging experience that offers residents convenient access to areas for work, service/commerce, recreational activities and public spaces. The plan reflects the mixed land use approved under the Rancho Cucamonga IASP Subarea 18 Specific Plan. The intent of the Mixed Use designation is to:

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

Mixed Use: Foothill Boulevard and Deer Creek Channel

This site, located at Foothill Boulevard along Deer Creek Channel (#9 on Figure LU-3), provides an excellent opportunity to integrate commercial and residential uses into a cohesive development. Commercial development will be sited along the Foothill Boulevard frontage, while residential development will be located toward the southern area of the property. Development should provide pedestrian access between uses and direct pedestrian connections to Foothill Boulevard and transit stops. High-density development should step down to detached residential development along the western boundary providing a transition to the adjacent low-density residential development. Public street connections to Hampshire Street and Devon Street in the adjacent residential neighborhood will be discouraged, except for emergency vehicles.

Mixed Use: Haven Avenue and Church Street

This 14.77-acre site, located on the south side of Church Street between Center Avenue and Haven Avenue, was once the location of a San Bernardino County Flood Control District retention basin (#10 on Figure LU-3). Deemed surplus due to drainage improvements within the City of Rancho Cucamonga, it became available for private development. The site was recently developed, in part, with a multi-unit condominium complex located within the interior of the site and single-family residences lined along Center Avenue. The mixed use destination allows for future intensification, a broader mix of land uses, or redevelopment.

Mixed Use: Western Gateway (Bear Gulch Area)

This area (#11 on Figure LU-3) serves as the entrance to the City from the west, and is part of an important historical heritage that has not been able to compete successfully in the market place. The intent is to achieve:

- A dynamic entrance to Rancho Cucamonga that reflects and sustains the historic character represented by a few existing structures in the area

- A “target district” that attracts specialty businesses and is attractive to both local residents and visitors to the community
- A significant example of the Historic Route 66 theme to exemplify the important role of the Rancho Cucamonga area during that historic era
- A sustainable economic vitality

The primary, but not exclusive, proposed uses are retail and service commercial serving the Red Hill and Bear Gulch neighborhoods, as well as selective markets on a more regional scale. This area has served as a “dinnerhouse” district, which is a desirable continued role as exemplified by the Sycamore Inn and the Magic Lamp Restaurants. However, there is not enough vitality in the area to sustain that specialty. By allowing a mix of commercial, tourist commercial, office, and residential development with somewhat greater intensities than currently prevail, the possibility exists to generate investment interest in this area. Tourist-serving commercial uses are an important component of this concept, but it must be recognized that the location limits access to as large a market as could be achieved at a freeway location. Office development is proposed as a means of achieving some level of daytime and early evening population in the area. Residential development should be multi-unit condominium and apartment types to energize the district during day and evening business hours.

Mixed Use: Foothill Boulevard-Cucamonga Channel Site

This 7.24-acre site, located at the southern base of "Red Hill," is strategically near the northwest corner of Historic Route 66 Foothill Boulevard and Vineyard Avenue (#12 on Figure LU-3). This site, already developed, partially anchors the west end of Foothill Boulevard with multi-unit residential development. Although the original intent was to develop the site with a mix of office and residential, the site is entirely developed with residential uses; however, the mixed use designation allows for future intensification, a broader mix of land uses, or redevelopment.

Mixed Use: Historic Alta Loma (Amethyst Site)

This is a relatively small, but significant, site within the historic Alta Loma commercial area (#13 on Figure LU-3) that was once the location of a large citrus packing house. The site is strategically located on the east side of Amethyst Street, between the neighborhood elementary school and original downtown for the Alta Loma community. This site, already developed, brings new activity into the historic town center with multi-unit residential development.

Mixed Use: Historic Alta Loma (Amethyst Site)



Mixed Use: Foothill Boulevard and Vineyard Avenue

This site of approximately 10 acres is located near the southwest corner of Foothill Boulevard and Vineyard Avenue, is partially developed and includes existing commercial retail uses along the street frontages (#14 on Figure LU- 3) The intent of the mixed use designation is to incorporate a mix of uses that will complement and integrate the existing adjacent commercial development, and provide a buffer for the existing residential development to the south.

Mixed Use: Southeast corner of Foothill Boulevard and Haven Avenue

This site of approximately 13 acres is bounded on the north by Foothill Boulevard, on the east by Aspen Street, on the west by Haven Avenue, and on the south by City Hall and the County courthouse (#15 on Figure LU- 3). The site is partially developed with multi- tenant office buildings. The intent of the mixed use designation is to introduce a combination of uses that balances the site' s proximity to existing office uses with future commercial and residential development.

Mixed Use: Southeast corner of Etiwanda Avenue and Candlewood Street

This site of approximately 6 acres is comprised of 5 parcels and contains a combination of residential and commercial land uses (#16 on Figure LU- 3), located at the southeast corner of Etiwanda Avenue and Candlewood Street, south and east of existing single- family residential neighborhoods This site, which was semi-developed prior to the City' s incorporation, contains the Court House. a local historic landmark, a US Post Office, and a combination of non- conforming residential and commercial structures. The intent of this site is to achieve a mix of multi- family residential and commercial land uses

Mixed Use: Northwest corner of Etiwanda Avenue and Foothill Boulevard

This site of approximately 7 acres is comprised of 6 parcels and is located at the northwest corner of Etiwanda Avenue and Foothill Boulevard (#17 on Figure LU- 3). The site is predominately vacant, but contains an existing non- conforming commercial structure. The intent of the mixed use designation is to allow for the flexibility of land uses such as high density residential, live/ work units, and commercial components. Commercial development should be oriented towards Foothill Boulevard with multi- family units located near the site' s interior. The high density residential and live/ work units will buffer the multi- family residential development existing north of the site from future commercial uses.

Mixed Use: Northeast corner of Etiwanda Avenue and Foothill Boulevard

This site of approximately 6 acres is comprised of 3 parcels and is located at the northeast corner of Etiwanda Avenue and Foothill Boulevard (#18 on Figure LU- 3) This site is currently vacant, and existing multi- family developments are located to the north and east. The intent of the mixed use designation is to allow for the flexibility of land uses such as high density residential, live/ work units, and commercial components Commercial development should be oriented towards

Foothill Boulevard with multi- family units located near the site' s interior. The high density residential and live/ work units will buffer the multi- family residential development existing north and east of the site from future commercial uses.

Mixed Use: Southeast corner of Etiwanda Avenue and Foothill Boulevard

This site of approximately 5 acres is comprised of 2 parcels and is located at the southeast corner of Etiwanda Avenue and Foothill Boulevard (#19 on Figure LU- 3). Existing single- family residential uses are located east and south of the site. The intent of the mixed use designation is to allow for the flexibility of land uses such as high density residential, live/ work units, and commercial components. Commercial development should be oriented towards Foothill Boulevard with multi- family units located near the site' s interior. The high density residential and live/ work units will buffer the single- family residential development existing south and east of the site from future commercial uses.

Mixed Use: Northwest corner of East Avenue and Foothill Boulevard

This site of approximately 20 acres is comprised of 5 parcels and is located at the northwest corner of East Avenue and Foothill Boulevard (#20 on Figure LU- 3). The site is currently vacant, is bounded by an existing utility corridor to the west and north, and contains a one- half acre Cucamonga Valley Water District facility. The intent is to develop this mixed use area by incorporating high density residential with live/ work units in the southern portion and moderate density residential development and live/ work units in the northern portion.

Implications of Land Use Policy

Over time, the distribution of uses within the community will change as vacant properties develop and application of land use policy will facilitate evolution toward the mix of uses the City envisions. Table LU-3 summarizes the level of development expected through the 2030 planning horizon year. The anticipated change from year 2009 baseline conditions are shown as well.

As planned infrastructure improvements, long-term public facility and service needs, and resource use set forth in the other General Plan Chapters have been based on these growth projections, the City will continue to track development to monitor projected versus actual conditions, and to adjust policies and implementation programs accordingly.

Tables LU-4 through LU-6 summarize the build-out capacity in detail for each land use designation.

Table LU-3: Build-Out Summary

	Baseline: 2009 ¹			General Plan Build Out: 2030			Change (total only)	Percent Change
	City	SOI ²	Total	City	SOI ²	Total		
Dwelling Units	55,608	91	55,699	62,196	1,057	63,253	7,554	13.6%
Population	179,200	300	179,500	200,400	3,400	203,800	24,300	13.5%
Non-Residential Square Feet	80,030,000	0	80,030,000	99,797,000	0	99,797,000	19,767,000	24.7%
Employment	77,350	0	77,350	103,040	0	103,040	25,690	33.2%

Notes:

1. 2009 Baseline data is based on Existing Land Use Geographical Information Systems land use data.
2. SOI: Rancho Cucamonga Sphere of Influence.

Table LU-4: Land Use Plan Summary-Residential Designations

Land Use Designations	Density Factor ¹	City Area			Sphere of Influence			Totals		
		Acres	Dwelling Units ²	Target Dwelling Units ³	Acres	Dwelling Units ²	Target Dwelling Units ³	Total Acreage	Total Dwelling Units	Total Target Dwelling Units
Residential Designations										
Hillside (0.1-2.0 du/ac)	1.29	133	13 to 268	151	695	70-1,400	831	828	83-1,668	982
Very Low (0.10-2.0 du/ac)	1.29	4,007	401 to 8,029	7,394	-	-	-	4,007	401-8,029	7,394
Low (2.0-4.0 du/ac)	3.25	4,371	9,194 to 18,080	18,050	-	-	-	4,371	9,194-18,080	18,050
Low Medium (4.0-8.0 du/ac)	6.50	1,852	7,739 to 15,100	13,320	-	-	-	1,852	7,739-15,100	13,320
Medium (8.0-14.0 du/ac)	11.75	790	6,270 to 10,837	9,283	-	-	-	790	6,270-10,837	9,283
Medium High (14.0-24.0 du/ac)	20.25	367	5,237 to 8,915	7,432	-	-	-	367	5,237-8,915	7,432
High (24.0-30.0 du/ac)	27.75	44	1,376 to 1,713	1,221	-	-	-	44	1,376-1,713	1,221
Mixed Use ⁴	Varies	294	3,942 to 6,936	5,694	-	-	-	294	3,942-6,936	5,694
Open Space (0.0-0.1 du/ac)	0.10	483	0 to 48	- ⁵	2,496	0-250	226	2,979	0-298	226
RESIDENTIAL SUBTOTAL		12,341	33,690 to 69,926	62,545	3,191	70-1,650	1,057	15,532	34,242-71,576	63,602

Notes:

1. The Density Factor is based upon actual development that has occurred in the City and represents a level midway between 50% and 75% of the range. It is used to calculate the target number of dwelling units. This factor is only applied to vacant developable lands. A different Density Factor was applied to existing development to obtain an accurate baseline number.
2. The range of dwelling units is derived by multiplying the lower and upper threshold of density/intensity range by the number of acres, and rounded to the nearest whole number. This range represents the theoretical potential. Some development will produce densities at or near the top of the range; however, most will not.
3. Target dwelling units is the probable level of development based on historical development patterns, except for Mixed Use Residential, which is based primarily on a target density.
4. Mixed Use allows both residential and non-residential uses.
5. Open Space is generally a non-residential category that permits a very limited number of residential units on privately owned properties. Within the City, Open Space applies to the golf courses and the Pacific Electric Trail. In the northwest quadrant of the City, a few properties are designated Open Space and could yield residential units. However, any such development would be limited to a density of 0.1 units per acre (or one unit per parcel on lots less than 10 acres in size) and would be subject to the slope, drainage, flood zones, and fault zone analysis at a minimum under the Hillside Overlay Ordinance, further limiting any residential development potential.

Table LU-5: Land Use Plan Summary-Non-Residential Designations

Land Use Designations	Acres		Square Feet (in thousands) ¹ (City Only)	Probable Square Feet (in thousands) (City Only)	Employment ³ (City Only)	Total Acres
	City	SOI				
Non-Residential²						
Office (0.40-1.0 FAR)	80	-	1,396 to 3,485	1,396	3,180	80
Neighborhood Commercial (0.25-0.35 FAR)	164	-	1,785 to 2,500	1,785	3,030	164
Community Commercial (0.25-0.35 FAR)	119	-	1,292 to 1,810	1,292	1,970	119
General Commercial (0.25-0.35 FAR)	446	-	6,220 to 6,799	6,220	10,020	446
Subtotal	809	-	10,693 to 14,594	10,693	18,200	809
Mixed Use (0.25-1.0 FAR) ⁴	667	-	6,923 to 27,699	12,757	20,270	667
Subtotal	667	-	6,498 to 25,996	12,757	20,270	667
Industrial Park (0.40-0.60 FAR)	559	-	9,739 to 14,610	9,739	6,610	559
- Haven Overlay (0.40-1.0 FAR)	202	-	3,518 to 8,798	3,518	7,950	202
General Industrial (0.50-0.60 FAR)	1,974	-	42,993 to 51,592	42,993	29,220	1,974
Heavy Industrial (0.40-0.50 FAR)	891	-	15,523 to 19,405	15,523	15,820	891
Subtotal	3,626	-	71,773 to 94,405	71,773	59,600	3,626
Open Space (0.0-0.10 du/ac)	483	2,496	-	-	-	2,979
Conservation	353	983	-	-	-	1,336
Flood Control/Utility Corridor	1,711	1,753	-	-	-	3,464
Subtotal	2,547	5,232	-	-	-	7,779
Civic/Regional (0.40-1.0 FAR)	130	-	2,265 to 5,662	2,265	1,050	130
Schools (0.10-0.20 FAR)	558	-	2,430 to 4,861	2,430	3,920	558
Parks	445	-	-	-	-	445
Subtotal	1,133	-	4,695 to 10,523	4,695	4,970	1,133
NON-RESIDENTIAL SUBTOTAL	8,784	5,232	94,084 to 147,221	95,223	103,040	14,016

Notes:

1. The range of square footage is derived by multiplying the probable lower and upper threshold of intensity range by the number of acres, and rounded to the nearest hundred.
2. Non-residential FAR Range: lower number is the probable FAR on average, but in some cases it may be lower. Higher number is the maximum FAR allowed for any

specific project.

3. *Employment is calculated by using the Probable Square Feet and employment factors for each non-residential land use designations.*
4. *Mixed Use allows both residential and non-residential use.*

Table LU-6: Build Out Summary by Land Use

Land Use Designations	Acres ¹			Percent of Total	Target Dwelling Units			Probable Non-Residential (City Only)	
	City	SOI	Total		City	SOI	Total	Square Feet (in thousands)	Employment
Hillside Residential (0.1-2.0 du/ac)	133	695	828	3.1%	151	831	982	-	-
Very Low Residential (0.1-2.0 du/ac)	4,007	-	4,007	15.1%	7,394	-	7,394	-	-
Low Residential (2.0-4.0 du/ac)	4,371	-	4,371	16.5%	18,050	-	18,050	-	-
Low Medium Residential (4.0-8.0 du/ac)	1,852	-	1,852	7.0%	13,320	-	13,320	-	-
Medium Residential (8.0-14.0 du/ac)	790	-	790	3.0%	9,283	-	9,283	-	-
Medium High Residential (14.0-24.0 du/ac)	367	-	367	1.4%	7,432	-	7,432	-	-
High Residential (24.0-30.0 du/ac)	44	-	44	0.2%	1,221	-	1,221	-	-
Mixed Use ²	961	-	961	3.6%	5,694	-	5,694	12,755	20,270
Office (0.40-1.0 FAR)	80	-	80	0.3%	-	-	-	1,393	3,180
Neighborhood Commercial (0.25-0.35 FAR)	164	-	164	0.6%	-	-	-	1,785	3,030
Community Commercial (0.25-0.35 FAR)	119	-	119	0.4%	-	-	-	1,292	1,970
General Commercial (0.25-0.35 FAR)	446	-	446	1.7%	-	-	-	6,220	10,020
Industrial Park (0.40-0.60 FAR)	559	-	559	2.1%	-	-	-	9,739	6,610
- Haven Ave Office Overlay (0.40-1.0 FAR)	202	-	202	0.8%	-	-	-	3,518	7,950
General Industrial (0.50-0.60 FAR)	1,974	-	1,974	7.4%	-	-	-	42,993	29,220
Heavy Industrial (0.40-0.50 FAR)	891	-	891	3.4%	-	-	-	15,523	15,820
Open Space (0.0-0.1 du/ac)	483	2,496	2,979	11.2%	-	226	226	-	-
Conservation	353	983	1,336	5.0%	-	-	-	-	-
Flood Control/Utility Corridor	1,711	1,753	3,464	13.0%	-	-	-	-	-
Civic/Regional 0.40-1.0 FAR)	130	-	130	0.5%	-	-	-	2,265	1,050
Schools (0.10-0.20 FAR)	558	-	558	2.1%	-	-	-	2,430	3,920
Parks	445	-	445	1.7%	-	-	-	-	-
GRAND TOTAL	20,624	5,927	26,551	100.0%	62,545	1,057	63,602	99,914	103,040

Notes:

1. Acres include existing development and undeveloped vacant properties.
2. Mixed Use allows both residential and non-residential uses.

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Focus Areas

The process of preparing the General Plan involved focusing on potential areas of change, both from a geographic standpoint and a strategic or policy standpoint. For each of these potential areas of change, or focus areas, existing conditions were evaluated, and alternative directions were developed and analyzed. These focus areas are Foothill Boulevard, South Haven Avenue, Southwest, Southeast, and the Hillside (see Figure LU-4: Focus Areas).

Foothill Boulevard

The Foothill Boulevard Focus Area covers most of the length of Historic Route 66 as it runs through the City. While commercial uses predominate all along Foothill Boulevard, the western and eastern portions of the boulevard have distinct land use patterns. The western portion, which stretches from the western border of the City to roughly Haven Avenue, is fronted by comparatively small parcels, with housing developments directly behind them. In some instances, the residential uses extend all the way to Foothill Boulevard. The eastern portion, which runs from Haven Avenue to East Avenue, is fronted by much larger parcels that feature extensive retail centers surrounded by parking lots. The eastern portion also includes some of the large, vacant commercial lots remaining in Rancho Cucamonga, while the western portion is largely built out.

The main issues for this focus area include:

- Encouraging commercial and Mixed Use development appropriate for the land use patterns of the Boulevard
- Concentrating commercial uses at major intersections to prepare Foothill Boulevard for the future integration of the Bus Rapid Transit (BRT) service currently planned by Omnitrans
- Improving the visual feel of Foothill Boulevard to better recognize that as the City's major east-west thoroughfare, it is the main public face of Rancho Cucamonga



Mercury Insurance office building on Foothill Boulevard.

The vision for this area includes:

- Involving the concentration of community- and regional-serving uses east of Haven Avenue, while neighborhood-serving uses are focused on the western portion
- Allow new Mixed Use, commercial, residential, and civic development opportunities along the length of the Boulevard
- Design new development in such a way as to accommodate both transit and automobile access

South Haven Avenue

The South Haven Avenue Focus Area covers a portion of Rancho Cucamonga that the City envisions as its major office corridor. The Development Code supports this vision through the use of an overlay district that offers incentives for office development.

Haven Avenue, which north of the focus area runs past City Hall, is one of Rancho Cucamonga's most significant north-south corridors. To the south, the focus area borders the City of Ontario, making the large vacant property just inside the City of Rancho Cucamonga a prime location for a large "gateway" development to mark the entrance to the City.

Established uses in the focus area range from small-scale office and commercial to large-scale light industrial and warehousing. Large vacant parcels exist throughout the area, although many have proposed or approved plans.

**Three-story office building
on South Haven Avenue.**



The vision for this area includes:

- Creating a central business hub at the intersection of Foothill Boulevard and Haven Avenue
- Encouraging development with an emphasis on the creation of pleasant, well-landscaped, office park settings, with restaurants and other amenities that are within walking distance for employees and visitors
- Attracting multi-story Class A office buildings

Figure LU-4: Focus Areas

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Southwest

The Southwest Focus Area is bordered to the south by the City of Ontario and to the west by the City of Upland. The area is divided north from the south by a Metrolink rail line that runs adjacent to 8th Street.

Uses in the focus area are primarily light industrial and warehousing, but planned residential neighborhoods border the area to the southwest and the northeast. The residential neighborhood to the southwest is isolated from commercial and retail uses (e.g., grocery stores, restaurants, dry cleaners, etc.) in Rancho Cucamonga, and those residents are likely to do much of their daily shopping in Ontario. The focus area has several large vacant parcels remaining, although many have approved development plans.

The focus area and the immediate surrounding area have several community centers, including the Mulberry Early Learning Center, Northtown Community Center, and the RC Family Resource Center. The historic neighborhood of Northtown, which developed around the railroad tracks in the 1930s, is also located here, as is the historic Biane Winery.

The City of Rancho Cucamonga applied for and received in 2009 a \$360,000 four-year grant from the prestigious Robert Wood Johnson Foundation to develop a program and community partnership for the purpose of reducing childhood obesity in Southwest Cucamonga. The focus of the grant will be to promote healthy eating and active living for families and children.

The vision for this area includes:

- Allowing for the development of commercial and community services needed by the adjacent residential neighborhoods
- Implementing community design improvements and reducing truck traffic impacts on the residential neighborhoods
- Encouraging the re-use and rehabilitation of historic or high-quality buildings to the greatest extent possible

Southeast

The Southeast Focus Area is bordered to the west by I-15 and to the east by unincorporated San Bernardino County and the City of Fontana. Heavy industrial uses, primarily steel and pipe manufacturing predominate. Development located directly north of the focus area includes a shopping center, a Metropolitan Water District reservoir, and a multi-unit residential neighborhood. The focus area surrounds Reliant Energy's Etiwanda Power Plant on Etiwanda Avenue.

This area supports the only remaining land in Rancho Cucamonga devoted to heavy industrial uses; these businesses are a valuable source of employment and revenue. The focus area also benefits from proximity to the freeway, although the circulation system requires improvements to meet the needs of the intensive truck traffic generated by the industrial uses. (This issue is addressed in the Community Mobility Chapter.)

For the health of residents as well as for the long-term economic viability of this part of Rancho Cucamonga, wherever possible, the "greening" of businesses in the area is strongly encouraged. The development of green businesses represents a

tremendous opportunity for Rancho Cucamonga to maintain its leadership in the environmental arena.

The vision for this focus area includes:

- Concentrating heavy industrial uses
- Supporting infrastructure improvements to attract industrial, manufacturing, and green technology uses
- Preventing encroachment of conflicting uses that would diminish the utility of the area for heavy industry

Hillsides

The Hillside Focus Area is in unincorporated San Bernardino County, adjacent to Rancho Cucamonga's northern border; it lies within the City's Sphere of Influence. Most of the area consists of undeveloped hillsides, although large-lot residential subdivisions have been established in the areas designated Hillside Residential (0.1 to 2.0 du/ac) and Open Space (0.0 to 0.10 du/ac). The area also has significant land set aside for resource conservation in Day and East Etiwanda Canyons, where no development is allowed.

Hillside development in Rancho Cucamonga is regulated by the Hillside Development Ordinance, which applies to all projects on land with natural slopes of eight percent grade or greater, with some exceptions, as indicated in the Ordinance. The Hillside Overlay District, as depicted on the Development District Map in the Development Code, defines the boundaries. The Hillside Overlay District also applies to areas outside of this focus area.

The Ordinance includes a comprehensive set of guidelines and standards that seek to allow for reasonable development of hillside areas while minimizing the adverse effects of grading, protecting environmentally sensitive areas, and providing for public health and safety. The Ordinance contains basic design guidelines and minimum development standards. The intent is to encourage innovative and alternative development solutions, as well as to establish minimum acceptable criteria. Clustering of units is encouraged where feasible, and positioning the units to "fit" the land and minimize grading is required.

The most significant provisions of the Ordinance involve the use of:

- Slope development standards, which require development integration with the slope and increasingly restrictive grading and structural design as the slope increases
- A slope density formula, which limits the maximum possible density allowed based upon the slope gradient
- Building envelopes, which limit the maximum allowable building height to 30 feet, as measured from the finished grade

Table LU-8: Slope Development Guidelines establishes the design, grading, and development criteria associated with various slope conditions. These guidelines are further defined in the Hillside Development Ordinance.

Table LU-7: Slope Development Guidelines

Percent Natural Slope	Guidelines
5 or less	This is not a hillside condition. Grading with conventional, fully padded lots and terracing is acceptable.
5 to 7.9	Development with grading is permitted in this zone, but existing landforms must retain their natural character. Padded building sites are permitted, however, techniques such as contour grading, combined slopes, limited cut and fill, and split level architecture, or padding for the structures only, may be required to reduce grading. When in conjunction with the techniques described above, and for a project within a master plan which includes special design features such as a golf course, extensive open space, or significant use of green belts or paseos, the Planning Commission may consider the use of mass grading techniques adjacent to these special design features as partial compliance with this standard.
8 to 14.9	This is a hillside condition. Special hillside architectural and design techniques that minimize grading are required in this zone. Architectural prototypes are expected to conform to the natural landform by using techniques such as split level foundations of greater than 18 inches, stem walls, stacking and clustering. In conjunction with the alternative techniques described above, and for a project within a master plan which includes special design features such as a golf course, extensive open space or significant use of green belts or paseos, the Planning Commission may consider padded building sites adjacent to those special features when it is found that said grading creates a better relationship between that special design feature and the adjacent lots.
15 to 29.9	Development within this zone is limited to no more than the less visually prominent slopes, and then only where it can be shown that safety, environmental and aesthetic impacts can be minimized. Use of larger lots, variable setbacks and variable building structural techniques such as stepped, or pole foundations are expected. Structures shall blend with the natural environment through their shape, materials, and colors. Impact of traffic and roadways is to be minimized by following natural contours, or using grade separations.
30 and over	This is an excessive slope condition and development is prohibited, unless all the following are satisfied: (i) the property is located south of Banyan Street; (ii) at least seventy-five percent (75%) of the lots or parcels that are the subject of the development application are surrounded by lots or parcels improved with structures; (iii) the proposed project is determined to appropriately address slope stability and other geological factors of the site; and (iv) vegetation for fuel management for wildlife protection can be achieved and maintained.

The vision for the Hillside Focus Area includes:

- Limit development to densities that do not exceed the capacity of the City to provide public services and adequate public safety or the capacity of the land; in particular, the City’s ability to protect any new development from wildland and fires is a significant concern
- Protect visually prominent natural landforms and other sensitive land resources
- Protect natural resources and sensitive habitat

- Provide opportunities to experience natural habitats through education programs for students and trail extensions
- Maintain a natural “visual frame” for the northern edge of the City

General Plan Implementation Tools

Conventional zoning districts consistent with land use designations in the General Plan will be used to implement the General Plan in many instances. By law, these districts and land use categories must be consistent with each other. The Rancho Cucamonga Development Code identifies the Development Districts that govern the use of properties. Table LU-20 identifies the consistency between the General Plan Land Use Designations and Development Districts.

However, a number of considerations suggest that some form of customized zoning is appropriate as an implementation device. Several techniques are authorized under the General Plan, such as the Master Plan Overlay District, Specific Plan, and Planned Community Zoning.

Master Plan Overlay District

The Master Plan Overlay District is a combining district included in the Development Code that calls for preparation of a conceptual master plan as a precursor to development approval. Use of this implementation tool requires attention to development issues that may not be readily resolved through the use of conventional zoning districts or site development standards. The Master Plan Overlay District allows the City to address issues such as circulation, drainage, open space linkages, trail connections, compatibility with adjacent uses, and similar concerns through a comprehensive approach and creative design flexibility. Where Mixed Use designations are involved, use combinations and proportions can also be used to create more satisfactory results. Locations requiring this approach are shown on the General Plan Land Use Policy Map, Figure LU-1.

Specific Plan

Specific plans allow for flexibility in design and customized development standards tailored to specific needs and conditions. The Specific Plan is one of the most creative tools available for guiding and regulating development, but also requires considerable attention to detail and may be too involved for some situations. As specified by the California Government Code, a specific plan must be consistent with the General Plan and must respond to all of the required General Plan topics to the extent that they apply to the area in question.

One of the problems associated with any customized zoning approach is that it imposes additional administrative burdens on the City. This is because each specific plan contains customized rules that may not be found elsewhere in the City's regulatory system. To simplify the situation, development regulations for these plans have been incorporated into the Rancho Cucamonga Development Code.

Planned Community Zoning

Planned Community Zoning may be thought of as a less comprehensive form of a Specific Plan. It does allow custom design and development regulations, but its scope can be limited to only those aspects of the plan that deviate from conventional zoning requirements. It may include as many land use categories as are needed to

implement the applicable General Plan designations. It is typically accompanied by thorough design guidelines to ensure a coherent, quality result as the Planning Area is built out.

Table LU-8: General Plan Land Use Designations and Development District Consistency Matrix

Land Use	Development Districts
Residential	
Very Low	VL - Very Low
Low	L - Low
Low Medium	LM - Low Medium ¹
Medium	M - Medium ¹
Medium High	MH - Medium High
High	H - High
Commercial	
Office	OP - Office and Professional
Neighborhood Commercial	NC - Neighborhood Commercial
Community Commercial	GC - General Commercial
Commercial Recreation	
Mixed Use	
Mixed Use	SP - Specific Plan Districts PC - Planned Community Districts
Industrial	
Industrial Park	IP - Industrial Park
General Industrial	GI - General Industrial
Heavy Industrial	HI/MI – Heavy Industrial/Minimum Impact HI/RS - Heavy Industrial/Rail-Served
Open Space	
Hillside Residential	HR – Hillside Residential District
Conservation	OS - Open Space
Open Space	
Flood Control/Utility Corridor	FC - Flood Control UC - Utility Corridor
Public Facility	
Civic/Regional	All Zoning Districts
Schools	All Zoning Districts
Parks	All Zoning Districts

Note:

1. Development Code allows multi-unit residential in LM (Low Medium) under optional standards, and single-unit detached residential in M (Medium) under optional standards.

Adopted Specific Plans

The Specific Plans and Planned Communities identified in Table LU-10 and Figure LU-5 have been approved by the City. In 1999, the Development Code was amended to incorporate the Industrial Area Specific Plan and Foothill Boulevard Specific Plan.

These Specific Plans are no longer stand-alone documents. A summary of each is provided below.

Table LU-9: Adopted Specific Plans and Planned Communities

Name	Acreage	Date Adopted
Specific Plans		
Etiwanda North Specific Plan	6,850	1992
Etiwanda Specific Plan	3,000	1983
Foothill Boulevard Specific Plan	560	1987
Industrial Area Specific Plan	5,000	1981
Sub-Area 18 Specific Plan (Empire Lakes)	380	1994
Planned Communities		
Caryn Planned Community Development Plan	244	1986
Terra Vista Community Plan	1,321	1983
Victoria Community Plan	2,150	1981

Etiwanda North Specific Plan

The same development pressure that prompted the 1983 Etiwanda Specific Plan also necessitated the need for the Etiwanda North Specific Plan, adopted in 1992. The plan area is located just north of the Etiwanda Specific Plan. A portion of the Specific Plan area lies outside the City and outside the Sphere of Influence. Open space is the most prominent feature of the Etiwanda North area, which is comprised of a gently sloping alluvial fan and chaparral habitat situated on the lower slopes of the foothills. Drainage courses throughout the Etiwanda North area support a variety of tree species, including oak, sycamore, and walnut, among others. A unique feature of the area is a freshwater marsh, approximately 11 acres in size, located in the northwestern portion of the area. Open space is expected to remain a prominent feature even after development occurs. The Specific Plan builds upon the unique character and charm of the Etiwanda Specific Plan area by providing a land use pattern that extends the low-density character of Old Etiwanda into the Etiwanda North area.

Etiwanda Specific Plan

Etiwanda can be described as a rural community, characterized by large land parcels, eucalyptus tree rows, remnants of citrus groves and vineyards, stone curbs, and other elements that convey its unique and historic sense of place. The Specific Plan area is located within the northeast corner of the City and is roughly bounded by the I-15 to the southeast, the City’s Sphere of Influence to the north, the Victoria Planned Community to the west and the City’s industrial area to the south. The Specific Plan project area encompasses over 3,000 acres. The main purpose of the Specific Plan is to ensure the continued rural character of this portion of the City.

Foothill Boulevard Specific Plan

The Foothill Boulevard Specific Plan provides a balanced and unified pattern of development along Foothill Boulevard by taking advantage of opportunities in future community growth. The plan calls for a series of activity centers and gateways, linked through a unifying suburban parkway design.

Figure LU-5: Specific Plans and Planned Communities

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An additional purpose is to capture and reflect the historic significance of this route as part of the legendary Route 66 that linked Los Angeles and Chicago for several critical decades during the twentieth century. Such landmarks as the Sycamore Inn and the Magic Lamp Restaurant symbolize that memorable period in the emergence of Southern California as a mecca for families seeking a better life. The combination of use patterns, development standards, and design guidelines of the plan testify to the area's complex planning issues and the need for creative regulatory devices. Ultimately, the goal of the Specific Plan is to give this critical centerpiece of the City the prominence it deserves.

Industrial Area Specific Plan

The Industrial Area Specific Plan is a particularly significant specific plan due to its successful role in the development of the City's industrial base (which is a critical component of an overall long-term balance of uses). Part of this success can be attributed to the quality standards incorporated into the Specific Plan and the protection those standards afford to business investors in this area. The Specific Plan, encompassing nearly 5,000 acres, has been divided into three zones and 19 subareas. The subareas represent specific land use characteristics and development constraints which can be dealt with on a subarea basis rather than through the application of broadly applied development standards. The purpose of the Specific Plan is to establish specific standards and guidelines that will be used for development throughout the City's industrial area.

Industrial Area Specific Plan Sub-Area 18 Plan (Empire Lakes)

The purpose of the Sub-Area 18 Specific Plan is to provide for a broader mix of land uses than was originally permitted within the Industrial Area Specific Plan. The plan was expanded to include such uses as recreational, hotel/conference center, retail, restaurant, and entertainment, as well as office, research and development, and light industrial uses. A subsequent amendment to further expand the use list included multi-unit residential development to maximize potential use of the Metrolink Station near Milliken Avenue.

Adopted Planned Communities

Caryn Planned Community Development Plan

The Caryn Planned Community Development Plan, now completed, lies north of the Victoria planned community. The community's special identity is provided by an elementary school, single-unit residential development, and walking trails that tie the community together.

Terra Vista Community Plan

The Terra Vista Community Plan area is centrally located in Rancho Cucamonga and encompasses 1,321 acres. It is comprised of four distinct neighborhoods, with a greenway serving as the backbone connector. The area is planned for a mix of residential and commercial uses, with a large concentration of commercial and office uses along Foothill Boulevard and Haven Avenue that serves as a community-wide activity center.

Victoria Community Plan

The Victoria Community Plan area encompasses 2,150 acres and provides for a series of residential villages and related support uses, designed around a central spine called Victoria Park Lane. Victoria Community Plan includes the Victoria Arbors Master Plan and the Victoria Gardens Master Plan.

Areas Subject to Flooding

According to State law as revised in 2007 (AB 162), General Plan land use chapters must identify and annually review the areas covered by the General Plan that are subject to flooding, as identified by floodplain mapping by either the Federal Emergency Management Agency (FEMA) or the Department of Water Resources (DWR). Flooding concerns are discussed in detail in the Public Health and Safety Chapter. See Figure PS-5, Flood Hazards, in the Public Health and Safety Chapter for map identifying flood hazards.

100-year floods have a 1.0 percent chance of occurring each year. 500-year floods have a 0.2 percent chance of occurring each year.

FEMA, through the National Flood Insurance Program, produces Flood Insurance Rate Maps (FIRM) that identify property and buildings in flood insurance risk areas. FIRMs (2008) indicate areas that are subject to 100-year and 500-year floods. The areas subject to 100-year floods are located along the Cucamonga Creek Channel, Demens Creek Channel and uplands, Etiwanda Creek Channel, and upper Day Creek within the Sphere of Influence. There are also smaller 100-year flood areas scattered throughout the City.

The State Department of Water Resources has initiated the Awareness Floodplain Mapping project, with the goal of identifying all pertinent flood hazard areas in California by 2015 for areas that are not mapped under the FEMA National Flood Insurance Program, and to provide the community and residents with an additional tool for understanding potential flood hazards that are currently not mapped as a regulated floodplain. The awareness maps identify the 100-year flood hazard areas using approximate assessment procedures. As of 2009, the State Department of Water Resources had not prepared any flood studies for San Bernardino County.

Key Land Use Issues

Key issues relative to land use are:

- **Protecting Established, Stable Residential Neighborhoods.** Rancho Cucamonga's stable residential neighborhoods are an asset to the community. While proposed development in and around predominantly single-unit residential neighborhoods needs to be carefully evaluated, it is also important to recognize that some land use compatibility issues can be addressed through proper design. Transitions between single-unit residential and more intensive uses are inevitable, and new development will incorporate strategies and measures that will continue to protect single-unit residential neighborhoods.
- **Infill Development.** Rancho Cucamonga will be encouraging development of vacant or underutilized land located in the built-up areas of the City. Any new infill development should be planned to be complementary with surrounding development and to minimize impacts. Appropriate infrastructure and supporting services must be adequate or in place to serve new infill development without sacrificing services to the existing population. Rancho Cucamonga must also work hard to assist in land assembly and lot consolidation to create more successful infill development projects.
- **Linking Transportation and Land Use.** As Rancho Cucamonga moves forward, it will be essential to connect land use decisions with transportation improvements. As stated earlier, Rancho Cucamonga is a very automobile-oriented community, but new opportunities such as Mixed Use development along Foothill Boulevard, the opening of the Pacific Electric Trail, and Victoria Gardens show the potential to increase walking, bicycling, and transit options. See the Community Mobility Chapter for more information regarding transportation and land use linkages.
- **Revitalizing Older, Deteriorating Areas.** Some areas of Rancho Cucamonga are showing signs of deterioration, deferred maintenance, and the inadequacy of pre-incorporation standards for development. Attention must be given to these areas before conditions become worse.
- **Protection of Hillsides.** Hillside development is a sensitive issue since it involves the loss of open space, fire protection issues, and can disrupt views of mountainsides. Issues that need to be addressed when considering hillside development include, but are not limited to, views and vistas, fire safety, excessive grading and scarring of land, and habitat protection.

Land Use Goals and Policies

The following goals and policies are aimed at providing guidance and policy direction regarding land use in Rancho Cucamonga.

GOAL LU-1: Ensure established residential neighborhoods are preserved and protected, and local and community-serving commercial and community facilities meet the needs of residents.

Policy LU-1.1: Protect neighborhoods from the encroachment of incompatible activities or land uses that may have a negative impact on the residential living environment.

Discussion: Rancho Cucamonga has many stable, high-quality residential neighborhoods that constitute a significant part of the City's character. Without land use controls, new development could encroach on these areas and diminish the quality of life in these neighborhoods.

Policy LU-1.2: Designate appropriate land uses to serve local needs and be able to respond to regional market needs, as appropriate.

Discussion: Rancho Cucamonga is located near major transportation corridors including the I-10, I-15, and SR-210 freeways, as well as major roadways such as Foothill Boulevard and Base Line Road. Because of the recognized quality of development within Rancho Cucamonga, the City can serve both local and regional needs.

Policy LU-1.3: Encourage commercial centers that serve a broad range of retail and service needs for the community.

Discussion: The community seeks a range of neighborhood, community, and regional commercial centers at convenient locations throughout the City. The locations of various types of centers, as guided by the General Plan land use designations, are expected to provide reasonable competition and choice of merchandise for residents and visitors.

Policy LU-1.4: Continue code enforcement activities to ensure proper maintenance of homes, buildings, yards, and neighborhoods in all areas of the City, and work with businesses and homeowners to gain compliance.

Discussion: Although many of Rancho Cucamonga neighborhoods and commercial businesses are stable and attractive, it is important to maintain a high level of maintenance standards to prevent deterioration that would impact property values and the overall character of the City.

Policy LU-1.5: Development of densities and intensities shall be implemented within the ranges specified in the General Plan; neither higher nor lower than the limits of the range.

Discussion: To achieve the goals of the General Plan, land resources should be developed as efficiently as possible, yet should not exceed the ranges specified in the land use categories. If a land use change is proposed, a General Plan amendment is required in order to properly evaluate and consider that change. Development within the allowed density/intensity range is performance-driven, and only rarely will development be allowed at the upper end of the range.

Policy LU-1.6: Encourage small-lot, single-unit attached and/or detached residential development (5,200-square-foot lots or smaller) to locate in areas where this density would be compatible with adjacent residential neighborhoods.

Discussion: Rancho Cucamonga takes pride in the quality of its residential neighborhoods and the predominantly single-unit character. The General Plan seeks to retain that primary character while also providing for a variety of housing densities. Diversity of housing types is important for long-term sustainability of the community, and a variety of housing densities can be accommodated in appropriate locations.

GOAL LU-2: Facilitate sustainable and attractive infill development that complements surrounding neighborhoods and is accessible to pedestrians, bicycles, transit, and automobiles.

Policy LU-2.1: Plan for vibrant, pedestrian-friendly Mixed Use and high-density residential areas at strategic infill locations along transit routes.



Discussion: Based on a comprehensive land use analysis, the General Plan identifies areas that are appropriate for Mixed Use development. Generally, these areas are located along Foothill Boulevard, although other limited areas designated for Mixed Use development are located within the southern industrial section of the City. The General Plan allows considerable latitude in terms of the mix of uses and development density/intensity to encourage excellence of design, integrated uses, and sustainability in Mixed Use development.

**Policy LU-
2.2:**

Require new infill development to be designed for pedestrians and automobiles equally, and to provide connections to transit and bicycle facilities.



Discussion: While the development pattern of Rancho Cucamonga demands significant automobile usage to get from one use to another, the General Plan seeks to achieve a more balanced mix of transportation choices as the City evolves. Consequently, the General Plan expands the potential for Mixed Use development in key areas. Development of higher-density housing mixed with a variety of commercial and civic uses, and public spaces, with convenient access for pedestrians, bicycle riders, and transit users will have positive impacts on air quality, mobility, and other general quality of life measures.

**Policy LU-
2.3:**

Provide direct pedestrian connections between development projects where possible.



Discussion: Development should include access for pedestrians, bicycles, transit, as well as automobiles. Focus should be placed on creating a more pedestrian-friendly environment that encourages both walking and bicycling. This connectivity will provide for and maintain the existing high level of public safety provided to residents.

**Policy LU-
2.4:**

Promote complementary infill development, rehabilitation, and re-use that contribute positively to the surrounding residential neighborhood areas.

Discussion: The General Plan encourages the development of vacant residential lots where they are largely surrounded by other residential development to maximize efficient use of existing infrastructure and to meet housing demand. Land use controls that include development standards will ensure that infill development is compatible with neighboring uses.

**Policy LU-
2.5:**

Facilitate effective use of land constrained by challenging parcel sizes and dimensions, and encourage consolidation of parcels to provide greater development flexibility.

Discussion: Where properties or vacant lands have not been developed or revitalized due to insufficient property sizes, the General Plan encourages consolidation of properties. Financial incentives, increased density/intensity bonuses to help spur development, or greater flexibility in development standards are effective tools that can be utilized to facilitate parcel consolidation where desired.

GOAL LU-3: Encourage sustainable development patterns that link transportation improvements and planned growth, create a healthy balance of jobs and housing, and protect the natural environment.

Policy LU-3.1: Encourage the creation and maintenance of regional employment, cultural and retail destinations, as well as a full range of amenities and services to support residents of Rancho Cucamonga.

Discussion: The Rancho Cucamonga community currently enjoys a wealth of various employment, cultural, entertainment, and retail destinations. The General Plan recognizes that the City will need to continue to attract and maintain a balanced mix of uses, a range of amenities, and high-quality development to adequately meet the needs of the growing population base.

Policy LU-3.2: Encourage a mix of retail, service, industrial and manufacturing, and professional uses that create diverse, well-paying employment opportunities.

Discussion: A diverse employment base that includes different business sectors allows for a diverse workforce and income levels. This diversity allows for competitive salaries and rewarding employment opportunities for all levels of society. Further, a diverse employment base maximizes job opportunities for Rancho Cucamonga residents. The General Plan establishes a comprehensive set of land use designations that allows flexibility and responsiveness to market conditions and supports a diversity of businesses.

Policy LU-3.3: Locate regionally serving land uses with immediate access to the regional transportation network that is designed to provide maximum access capabilities and permit maximum dispersal of traffic.

Discussion: Regional-serving businesses depend on good access to the regional transportation network. Consequently, the General Plan designates areas near the I-15 corridor and the area surrounding Foothill Boulevard and the I-15 for important commercial and Mixed Use development.

Policy LU-3.4: Promote development that is sustainable in its use of land and that limits impacts to natural resources, energy, and air and water quality.



Discussion: Since incorporation, development in the City has been held to very high site development standards and exacting aesthetic requirements. The level of community standards are high and it is important to preserve the qualities that Rancho Cucamonga has achieved. The General Plan carries forward the community expectations of excellence, and enhances those expectations with new policies and guidelines that strongly encourage new development to incorporate sustainability in site design, construction and building materials, and long-term operations.

Policy LU-3.5: Work toward a sustainable jobs-housing balance by accommodating a range and balance of land uses within Rancho Cucamonga.



Discussion: The General Plan establishes diverse commercial, industrial, and Mixed Use land use designations that allow many opportunities for business development. Prime commercial and industrial areas are protected from encroachment of uses that will diminish the utility of those areas for their intended purpose. The Mixed Use designations also promote a sustainable mix of residential and commercial development.

Policy LU-3.6: Create focused, pedestrian-friendly neighborhoods that are reminiscent of the qualities found in earlier days, particularly within the original communities of Cucamonga, Alta Loma, and Etiwanda, and along Historic Route 66 (Foothill Boulevard).



Discussion: Many historic neighborhoods built in Southern California were designed for walking, so older neighborhoods in Rancho Cucamonga are often more walkable than newer developments. Improved walkability means better pedestrian connections between neighborhoods and schools, parks and open space, and commercial centers. Pedestrian-friendly approaches should be incorporated into all new development as part of the Healthy RC Initiative.

Policy LU-3.7: Encourage new development projects to build on vacant infill sites within a built-out area, and/or redevelop previously developed properties that are underutilized.



Discussion: Infill development puts more people near shops, restaurants, and other amenities, which increases the liveliness of an area and the economic viability of its businesses. Infill projects can provide neighborhood centers with a Main Street flavor, including the presence of civic buildings and public places. Infill and redevelopment of this nature creates more sustainable development that improves efficiencies in the use of infrastructure and the use of land, and over time improves efficiencies in energy and transportation.

Policy LU-3.8: Implement land use patterns and policies that incorporate smart growth practices, including placement of higher densities near transit centers and along transit corridors, allowing Mixed Use development, and encouraging and accommodating pedestrian movement.



Discussion: Smart growth emphasizes accessibility, meaning that the activities people use frequently are located close together. Its practices integrate transportation and land use decisions by encouraging more compact, Mixed Use development within existing urban areas and along transit lines, such as Omnitrans bus routes and possible future Bus Rapid Transit lines. Higher-density development along transit corridors could lead to fewer automobile trips as residents opt for transit use, particularly along Foothill Boulevard and Haven Avenue.

Policy LU-3.9: Facilitate revitalization of aging commercial centers by working with property owners, developers, local businesses, and other community organizations to coordinate efforts.

Discussion: Several aging commercial shopping centers located in the western portion of Rancho Cucamonga are in need of revitalization or a major facelift. Revitalization of aging commercial centers will assist in maintaining a healthy, strong tax base and provide improved commercial services for surrounding residential neighborhoods.

Policy LU-3.10: Reserve appropriate areas of land for institutional uses to ensure that necessary services are provided to all areas of the community, and to encourage the creation of job opportunities for Rancho Cucamonga residents.

Discussion: Industrial land areas are limited and a precious economic resource. The City needs to pay close attention to maintaining a proper balance of uses and will assist non-industrial users in finding appropriate locations throughout the City.

Policy LU-3.11: New development should be permitted especially where it is logical to extend existing infrastructure improvements and includes housing of varied densities.

Discussion: Our Planning Area is almost 50 square miles, and we seek to have the City develop in an organized fashion. We much prefer to expand in a cost-effective way by avoiding the leapfrog development patterns typical of some areas that experience high growth pressures.

GOAL LU-4: Establish a pedestrian-friendly Foothill Boulevard corridor that facilitates transit use and provides a range of commercial destinations to serve both local and regional needs.

Policy LU-4.1: Provide new Mixed Use development opportunities along the Foothill Boulevard Corridor to allow residential, commercial, and civic uses, and to accommodate both transit and automobiles.



Discussion: A key focus of the Foothill Boulevard planning concept is the design of an attractive, pedestrian-oriented corridor that promotes the use of walking, biking, and transit, and that supports the potential for higher-density mixed commercial and residential uses throughout the corridor.

Policy LU-4.2: Concentrate community- and regional-serving uses on Foothill Boulevard (east of Haven Avenue), providing a range of commercial, office, residential, restaurant, and entertainment-related uses.

Discussion: Eastern Foothill Boulevard (east of Haven Avenue) will focus more on community and regionally focused retail and commercial service land uses. There will be some opportunities to integrate residential, commercial, office, and medical uses. These uses are meant to work together to create an environment that is pedestrian friendly, but also accommodates transit, bicycle, and automobile use.

Policy LU-4.3: Focus neighborhood-serving uses on Foothill Boulevard (west of Haven Avenue), and encourage a range of commercial and residential uses.

Discussion: Western Foothill Boulevard (west of Haven Avenue) should focus on improving neighborhood-serving retail and commercial services to better meet the needs of surrounding residential neighborhoods. There will be opportunities to integrate residential and commercial uses as Mixed Use at designated properties.

Policy LU-4.4: Concentrate commercial uses near major intersections.

Discussion: Concentrating large commercial centers at major intersections will result in an improved critical mass of commercial activity at accessible locations and accommodate greater vehicular traffic, while addressing commercial needs of the community. Better defined and designed commercial development at these locations also has the potential to become community focal points.

Policy LU-4.5: Continue to reinforce the identity of the intersection of Foothill Boulevard and Haven Avenue by supporting development projects that are comparable to the quality of the Civic Center and County Courthouse complex, Terra Vista Town Center, and the adaptive re-use of the historic Virginia Dare Winery.

Discussion: The intersection of Foothill Boulevard and Haven Avenue is an important area of the City due to the civic uses of the City Hall and Courthouse complex, the re-use of the Virginia Dare Winery, the Town Square Mixed Use project, and the Terra Vista Town Center Shopping Center.

Policy LU-4.6: Accommodate land uses that support the activity centers envisioned in the Historic Cucamonga sector, as identified in the Foothill Boulevard Specific Plan.

Discussion: Creating identifiable centers is important in placemaking. Building on the City's historic routes is a viable way to create meaningful places with appropriate land uses. See the Historic Resources section of this Chapter for more information regarding historic districts.

GOAL LU-5: Support a regionally serving office district that provides professional and technical employment opportunities for the Inland Empire.

Policy LU-5.1: Create a central business hub at the intersection of Foothill Boulevard and Haven Avenue, extending south to 4th Street, with higher-intensity office, commercial, and public/quasi-public uses.

Discussion: To accommodate more office and professional uses in Rancho Cucamonga, Haven Avenue, between Foothill Boulevard and the City's southern boundary, is planned as the City's office district. The proximity to transportation, including the freeways, Metrolink, and the proposed Bus Rapid Transit system will benefit workers as well as reducing the need for the automobile for commuting.

Policy LU-5.2: Encourage development along the Haven Avenue Corridor that incorporates appropriate intensity and design excellence for an important gateway to Rancho Cucamonga.

Discussion: Haven Avenue is a major gateway into the City from the south and I-10; consequently, development in this area is very important to the City's image. Future office and business park development at this gateway location, particularly at major street intersections such as Haven Avenue and 4th Street, should be appealing, eye-catching, and representative of the design quality found throughout the City. Further, the inclusion of certain iconic design elements can foster a unique gateway identity.

Policy LU-5.3: Promote the Haven Avenue Corridor as a distinctive, attractive, and pleasant office park atmosphere that caters to professional, technological, and similar businesses in a campus-like setting with a prestigious identity.

Discussion: The Haven Avenue Corridor is an outstanding location for office/business park usage. The proximity to the Civic Center, freeways, Metrolink, and the proposed Bus Rapid Transit system is convenient for business and reduces the need to commute by automobile. The location is close to the LA/Ontario International Airport without any of the negative impacts of being near such a facility.

Policy LU-5.4: Promote a pedestrian-friendly corridor where employees can walk to restaurants, commercial services, and other amenities in the area.



Discussion: Haven Avenue is planned to accommodate a more pedestrian-friendly environment with retail and dining opportunities within walking distance so that employees and visitors can walk to amenities.

Policy LU-5.5: **Require development to provide courtyards and plazas, public art, and landscaped open spaces that promote safe and convenient pedestrian movement with continuous landscaped pathways between buildings and along Haven Avenue.**

Discussion: As an important gateway to the City, Haven Avenue is intended to accommodate a well-designed, business-friendly environment that can be enjoyed by employees and visitors. High-quality public spaces that connect to other buildings and other properties, parking areas, sidewalks, streets, and transit are design features that contribute to walkability, and the creation of sustainable development. These public spaces can include public art, shaded resting areas, and a variety of hardscape and softscape surfaces to create a more pleasant environment.

Policy LU-5.6: **Support the integration of transportation facilities, including transit, to support the office environment.**

Discussion: Haven Avenue is a heavily used roadway that connects major land uses in the City, including Chaffey College, Terra Vista Town Center, the Civic Center, large office complexes, and LA/Ontario International Airport. Over the long term, it will be important to integrate land uses with transportation opportunities due to the various activity centers located along Haven Avenue.

GOAL LU-6: Promote the stability of southwest Rancho Cucamonga residential neighborhoods.

Policy LU-6.1: **Continue to encourage commercial and community services that meet community needs.**

Discussion: The residential neighborhoods in southwest Rancho Cucamonga are not well served by any commercial shopping centers, in large part due to a lack of proximity. The closest centers are located south in neighboring Ontario or in the Foothill Boulevard and Vineyard Avenue areas. However, there are several community centers in southwest Rancho Cucamonga, including the Northtown Community Center (affiliated with the Northtown Housing Development Corporation) and the RC Family Resource Center, that provide community services to area residents.

Policy LU-6.2: **Minimize impacts of industrial development and truck traffic in residential areas or on residential streets.**

Discussion: Southwest Rancho Cucamonga contains residential neighborhoods that are interspersed with industrial development. Some pockets of residential uses are located in close proximity to industrial uses and can be affected by noise, vibrations, and truck traffic. Wherever possible, these impacts existing from development should be addressed through code enforcement. New development should include mitigation such as limits on hours of operation, buffering through sound walls, site design and landscaping, and traffic control enhancements to reduce adverse impacts to residential neighborhoods.

Policy LU-6.3: Protect and preserve historical sites that reflect the area’s long-standing agricultural heritage.

Discussion: The historic Northtown community is located in southwest Rancho Cucamonga. Several historic structures are still standing within this community. It is vital to the heritage of the community to preserve these buildings, wherever possible. The General Plan encourages adaptive re-use and other historic incentives to protect buildings. See the Historic Resources section of this Chapter for more information regarding historic structures.

Policy LU-6.4: Support infrastructure improvements that encourage investment in southwest Rancho Cucamonga.

Discussion: Maintenance and investment in infrastructure and services are essential to improving the stability and vitality of southwest Rancho Cucamonga. The condition of the area’s infrastructure and buildings, particularly sidewalks and streetscapes, as well as availability of services or lack thereof, communicate a great deal about a community identity. Well-maintained, inviting, aesthetically pleasing elements make a strong quality statement about Rancho Cucamonga as a whole, and are particularly important in conveying the message that southwest Rancho Cucamonga is a desirable area for business investment.

Policy LU-6.5: Encourage the re-use and rehabilitation of historic or high-quality existing buildings.

Discussion: Re-use of existing buildings conserves building materials in a way that is not possible for new development, and is therefore highly consistent with the sustainability goals of the community. Historic buildings, if preserved, can significantly contribute to the unique character of a neighborhood. See the Historic Resources section of this Chapter for more information regarding historic structures.

GOAL LU-7: Encourage diverse employment-generating land uses that are clean and modern, and that incorporate green technologies.

Policy LU-7.1: Concentrate heavy industrial and utility-related uses in the area immediately surrounding the electrical power plant.

Discussion: Historically, more intensive industrial uses have located near the electrical power plant in an area on Etiwanda Avenue, south of Arrow Highway. Continued use of this area for heavy industrial activity will help the City avoid dependency on too narrow a spectrum of industrial and commercial businesses, and some accommodation of heavy industry is important for the City's economic health and jobs-housing balance. However, future economic development does not require a significant expansion of heavy industrial uses, particularly of a visually intrusive nature.

Policy LU-7.2: Support infrastructure improvements to attract light industrial and manufacturing uses, green technology uses, energy-related businesses, and research and development uses.



Discussion: Future development of a range of light industrial uses will create job opportunities for Rancho Cucamonga residents. By investing in infrastructure that serves green technology businesses, and by providing desired amenities, Rancho Cucamonga can establish itself as a leader in green and clean technologies. This reputation will further attract desirable industries that, in turn, further improve the jobs-housing balance.

Policy LU-7.3: Support public and quasi-public uses in southeast Rancho Cucamonga that are complementary to heavy industrial land uses.

Discussion: The West Valley Detention Center, Reliant Energy Etiwanda Generating Station, and Metropolitan Water District facilities are all located in southeast Rancho Cucamonga. Additional uses that could be accommodated in the area include complementary public and quasi-public uses such as passive solar and wind power generation plants and recycling facilities.

GOAL LU-8: Encourage visually attractive hillsides where the natural environment is protected, a sustainable level of development is ensured, and appropriate measures to protect against hazards are in place.

Policy LU-8.1: Regulate development on natural slopes of eight percent grade or greater through the City's Hillside Development Ordinance.



Discussion: The Development Code contains a comprehensive set of hillside development regulations that are applied to all projects within a hillside area (eight percent slope or greater), including parcel maps, tentative tract maps, and site plans. The regulations establish special review procedures; methods for slope determination; guidelines and standards for site design, road construction, landscaping, architecture, drainage, and grading; and provisions for transfer of dwelling unit allocations. The Ordinance encourages innovative design that is sensitive to the unique characteristics of hillside areas. The Hillside Ordinance applies to areas within the City and the Sphere of Influence, although the County of San Bernardino has final land use decision power if the area is not annexed to the City.

Policy LU-8.2: Approve only those residential densities that do not exceed the capacity of the land or the ability to reasonably provide public services and adequate public safety.



Discussion: The Hillside Development Ordinance provides slope density regulations that correlate the intensity of development to the steepness of the terrain in order to establish the carrying capacity of a site (buildable area). This ensures that the amount of development in slope areas can be adequately supported by roads and other essential services. Regulating density based on the terrain is also used to minimize grading impacts, minimize removal of vegetation, and address landslide and fire hazards.

Policy LU-8.3: Require adequate access for emergency vehicles and evacuations.

Discussion: Providing access in the event of an emergency is crucial for the public health, safety, and welfare of the community. Hillside residents must be able to evacuate and emergency vehicles must be able to get to properties in a timely manner. Multiple roadway options shall be required in the event that one of the roadways is blocked or inaccessible. Roadway planning in the hillside terrain must be reviewed by the Fire District and the Engineering Department.

Policy LU-8.4: Prohibit extensive disturbances and scarring of ridgelines and other distinctive landforms in the hillsides.



Discussion: The scarring of hillsides through extensive grading can be visible to most of Rancho Cucamonga. This scarring is unattractive, changes the hillside character, removes native vegetation, and visually impacts most of the community. Hillside development can be accomplished through sensitive site design and grading techniques.

Policy LU-8.5: Protect natural resources and sensitive habitat areas, and avoid encroachment from new hillside development.



Discussion: The hillsides of Rancho Cucamonga include important natural resources such as water recharge areas and sensitive habitat such as the alluvial fan sage scrub. In order to continue to supply the City with adequate water, recharge areas must be maintained. An additional benefit is the preservation of wildlife corridors.

**Policy LU-
8.6:**

Require that hillside development minimize alteration of natural landforms, and encourage clustering where feasible to retain maximum open space.



Discussion: The objectives for managing development in hillside areas are to maintain existing slopes, vegetation, wildlife corridors, drainage patterns, knolls, rock outcrops, and ridgelines wherever feasible. Furthermore, the City should avoid development that would result in fire, flooding, landslide, erosion, and other safety hazards. The City seeks hillside development that limits the extent of grading alterations to natural landforms, and provides for innovative design and arrangement of building sites that retain significant natural habitats and features. Clustering is a way of laying out a project whereby the structures are “clustered” together and open space is shared by the residents. Existing slopes, vegetation, wildlife corridors, drainage patterns, knolls, rock outcrops, and ridgelines may be modified only if done in a manner consistent with the City’s Hillside Development Ordinance.

**Policy LU-
8.7:**

Blend hillside development with natural surroundings through architecture and the use of appropriate construction materials, colors, and natural vegetation.



Discussion: Building designs can accommodate the natural terrain by incorporating split pads or stepped footings, or by detaching part of the dwelling such as the garage. Building massing, height, and roof design are also important elements in preserving the character of the hillside. Construction materials that blend with the terrain include treated wood, wood-like materials, or river rock. Landscaping standards around hillside properties include erosion control and the use of fuel modification zones around all structures in hillside areas, as required by the Fire District. This includes the use of fire resistant vegetation, proper spacing of trees and shrubs, and annual clearance of debris.

Policy LU-8.8: Provide conveniently located places to experience nature in the northerly reaches of the Planning Area, particularly through trail extensions and educational programs.

Discussion: Trails located in the hillsides and Sphere of Influence can provide opportunities for the public to experience the natural environment. The North Etiwanda Preserve is an example of providing trails for the public to enjoy within protected open space areas. Other examples include access to Cucamonga Canyon or the San Bernardino National Forest. Linear buffer parks are another example. Such parks simultaneously manage, maintain, and preserve the natural ecosystem while providing a visually appealing, educational, and light recreational use fire break between hillside development and the open undisturbed Wildland areas.

Policy LU-8.9: Restrict intensive uses and activities in areas where they would be threatened by natural or man-made hazards.

Discussion: Certain portions of our City are vulnerable to flooding and wildfire damage. Though other hazards exist, these two are the most prevalent. We want to make sure that intensities of development in areas vulnerable to these hazards are kept to a minimum and, in the limited cases where they do occur, that life and property are protected to the maximum degree feasible.

Policy LU-8.10: Hillside development shall be controlled by customized regulations.

Discussion: Public safety and aesthetic implications for the limited hillside terrain in our City require special design attention. Moreover, particularly in the Sphere of Influence area, the visual impact of development on the rest of our community is substantial. Consequently, we will maintain and apply stringent hillside development standards.

Community Design

Rancho Cucamonga has long stood apart from other communities in the Inland Empire by focusing on high-quality development with a persistent attention to detail in matters of design. This investment in community design has created an excellent foundation for continuing these practices, and this General Plan identifies how the City will continue to sustain and build upon its past achievements.

Community design is not just about aesthetics; community design has distinct functional dimensions as well. This is especially true in Rancho Cucamonga. The City evolved from three historic communities (Alta Loma, Cucamonga, and Etiwanda). The City faced the challenge of not only respecting the qualities of these communities, but achieving a coherence and identity for the City as a whole. Design, therefore, applies at multiple levels, from citywide, to district, to neighborhood, and down to individual projects. Community design policies at any scale must lead to creating places and environments that are alive, function effectively, promote health and sustainability (public, social, and economic), respect people, have meaning, and create a sense of identity and place. Linear systems—highways, streets, sidewalks, trails, and open space corridors, for example—must perform both a useful function as well as contribute to the aesthetic qualities that make an enjoyable living environment.

General Design Principles

The principles for achieving this overall objective include the following:

- Innovative design, regardless of its style, is more important to the achievement of “quality” than the use of any predetermined theme. Innovative design promotes the use of novel variations to solve common and unique problems in urban development. (An exception is where both theme and innovation are essential in districts with a strong historical character).
- High quality is the result of extensive consideration in providing innovative and appropriate solutions to all aspects of the design.
- Developments should be designed to serve the community’s residents, businesses, and visitors, as well as reflect the community’s aesthetic values.
- Designers are expected to respect and work in concert with community goals, as well as address client requests.
- Designers should not view their project singularly, but as part of a larger master plan area in which they are responsible for design continuity and compatibility.
- Rancho Cucamonga does not depend on standardized design solutions; “off the shelf” model buildings which may be accepted elsewhere are not necessarily the acceptable measure of quality design in the community.
- New developments should acknowledge the positive aspects of nearby existing buildings by incorporating compatible features.

- Architectural styles should complement and augment surrounding development. They should convey a sense of thoughtfulness and not expediency.
- Building elevations should give equal attention to architectural detail and interest on all faces, including the rear.
- Design in Rancho Cucamonga pays careful attention to detail because that is where real quality is manifested.
- Be wary of the same architectural style repeated too often or over too large an area. It can become boring and, as a result, no longer communicate quality.
- Encourage the use of “green” design techniques as outlined in the City’s “green” building standards.

Pattern and Scale of Development

Rancho Cucamonga exhibits a wide variety of building types and forms, from homes, to large shopping centers, to industrial plants. Together these buildings create variation in the form and character of the City. In both direct and indirect ways, the built environment can either foster or inhibit the pursuit of varying lifestyles. In the northwest area of the City for example, a rural pattern of development (large irregular lots and low-scale, large structures) allows for lifestyles that are more agrarian, such as equestrian and agriculture uses. Much of the City exhibits a more suburban pattern of development (small lots, majority single-unit homes) that accommodates family oriented lifestyles, requiring a closer relationship between home, school, and recreation. Within urban centers, such as Victoria Gardens, a more urban development pattern (combined and integrated mix of compatible uses, higher-density, and taller structures) helps create a focused multi-use district. Urbanized areas are intended to be unique and engaging experiences that offer more pedestrian and transit opportunities, convenient access to activities, public spaces, and a wide array of uses.

Rancho Cucamonga welcomes and embraces the diversity of form and scale of development. A gradual transition between these various patterns and development styles is desired and needs to be an important consideration in proposed building scale and form. Within this established pattern, distinguishable places have evolved that this General Plan refers to as “districts,” “neighborhoods,” “urban centers,” and “corridors.” Each of these has different roles and design elements that need to be recognized and fostered in future development.

Rancho Cucamonga exhibits a wide variety of building types and forms.





Districts and Neighborhoods

The City has subareas that contain special qualities or unique features that distinguish them. These subareas exist at various scales in size, function, and identity, but may be generally categorized as districts or neighborhoods. Districts tend to be larger areas that may contain a historic or functional similarity. Neighborhoods are smaller areas with a more local focus and identity.

Distinguishable districts and neighborhoods can be defined in Rancho Cucamonga using one or more of the following criteria:

- The area is an historic community that eventually became surrounded by newer development.
- The area has been master-planned and designed to look and function as a distinguishable place.
- The area stands apart due to the clustering of similar land uses.

The historic communities, or districts, of Alta Loma, Cucamonga, and Etiwanda each has its own style of development and types of uses. Within the newer sections of town, the planned communities of Terra Vista and Caryn, for example, have master-planned neighborhoods with ample landscaping.

Neighborhood Organization and Design

Most established neighborhoods in Rancho Cucamonga have developed around five basic principles:

- Neighborhood commercial centers are located conveniently to serve residential neighborhoods.
- Housing at higher densities is appropriate near shopping centers and along transit corridors.
- Schools and neighborhood parks are centrally located within neighborhoods.
- Bicycle and pedestrian paths connect housing with schools and shopping centers.
- Neighborhood identity is achieved through architectural, landscape, and entry design.



Pedestrian paths and open greens create a quality residential neighborhood.

These principles have been implemented through various means: specific plans, planned community projects, and incrementally through individual subdivision and commercial developments. Approved specific plans and planned communities are discussed in the Land Use section of this Chapter. Both architectural and landscape design for housing, commercial, and public uses are typically integrated within each specific plan and planned community. Based on Planning Commission actions and policy direction, comprehensive design guidelines for residential development have been prepared by the Planning Department for use by developers, property owners, architects, landscape architects, and others involved in any aspect of housing development. These guidelines cover the following subjects:

- Desirable site planning techniques for multi-unit and single-unit housing that create active street fronts
- Proper layout of a subdivision that slows automobile through-traffic, but allows for pedestrian connections and adequate public safety response
- Architectural guidance for creating a varied and attractive streetscape, with well-thought out design solutions
- Grading techniques and standards
- Appropriate use of drought-tolerant landscaping to create a pleasant environment and tie new development into the surrounding context and fire resistant landscaping
- Preferred fencing materials
- Trail design for pedestrian, bicycle, and equestrian use

In general, neighborhood commercial centers should be designed as pedestrian-oriented commercial areas that connect with adjacent residential areas. Site planning should incorporate outdoor gathering areas such as plazas and courtyards. Streetscapes should encourage pedestrian and bicycle activity and include shade, drinking fountains, benches, trash receptacles, and newspaper stands. The Planning

Department has prepared design guidelines for commercial development (both neighborhood and community level) to inform developers, property owners, architects, planners, landscape architects, and civil engineers. These guidelines cover proper site planning techniques, architectural design considerations, landscape design techniques, proper signage, and master planning requirements.

Urban Centers and Corridors

The General Plan's focus on Mixed Use areas will result in the development of new urban centers within Rancho Cucamonga, extending the range of choice in how the community can live, work, and play. Creative site planning, design, and use configuration will be applied to create urban places that emphasize convenient non-vehicular modes of transportation, "park once" parking facilities, interconnection of uses, usable public spaces, strong architectural design, and variety in scale and open space to provide diversity. The City helps promote healthy lifestyles through design features of urban places. The General Plan requires that urban centers be designed so that people can interact and enjoy outdoor amenities such as gardens, courtyards with fountains, quiet shaded areas for working or reading, and interesting paths to walk to nearby stores and businesses—all activities that provide both emotional and physical stimulation (see Figure LU-6: Community Design Framework). Victoria Gardens will continue to be an important contributor to the diverse offering of lifestyles. New development or redevelopment adjacent to these established urban centers should relate to these areas both physically and functionally.



Urban centers are pedestrian-friendly places that include public spaces.

Travel Corridors and Streetscapes

Travel corridors in Rancho Cucamonga include roadways, bicycle and pedestrian paths, equestrian trails, and railways. Travel routes are not just modes of access but an important way of experiencing the City. Roadways in particular are a means of organizing land uses, welcoming and directing visitors, and establishing a consistent and aesthetically pleasing image through landscape and streetscape design. See the Community Mobility Chapter regarding complete streets and the City's plan to design and operate an entire roadway network with all users in mind, including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.



Landscaped medians, street lighting, and street trees all contribute to an attractive streetscape.

The backbone street system within Rancho Cucamonga is well established. Major travel routes are laid out in a grid pattern that is well connected to adjacent communities, facilitating efficient traffic movement and orientation of travelers. The City is conveniently connected to the regional freeway system through multiple interchanges at both the I-15 and SR-210 freeways. The proximity of the freeways also creates important freeway views to commercial, office, and industrial uses within Rancho Cucamonga.

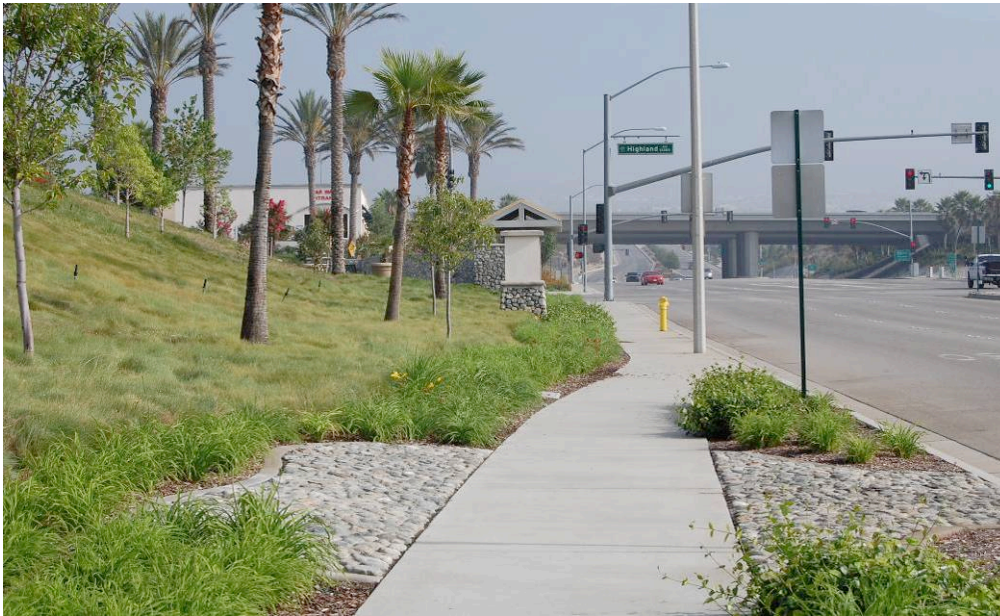
The City's adopted street classifications contain a hierarchy of roadways designed to accommodate the traffic volumes and turning movements of anticipated traffic. Street types vary in street width, the number/size of travel and turning lanes, median size and design, and parkway size and design, as shown on Figure CM-3: Typical Roadway Cross Sections in the Community Mobility Chapter. Future roadways will provide the final links within the transportation system and will be designed based on their functional role from both a traffic and land use standpoint.

Special Boulevards

Street classifications are further defined in Rancho Cucamonga by different patterns of landscape design, layout of bike and pedestrian paths, setback of adjacent structures, street furnishings, lighting, and hardscape treatments. Variations in design may occur along a particular roadway, but the overall intent is to establish certain character and consistency in the appearance of the roadway to reinforce users' mental image or perception of the route. Major intersections have also received special design treatment to distinguish between different districts or neighborhoods, identify major developments or urban centers, or to direct/orient travelers to key destination points.

Figure LU-6: Community Design Framework

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Landscaping, hardscaping, and meandering sidewalks are some of the characteristics of a “Special Boulevard.”

The roadways in Table LU-11 are designated “Special Boulevards” and are to incorporate extensive landscape setback areas, and denote where landscape and hardscape design, trails, and setback standards will be master planned and implemented. All major arterials (divided and undivided) are identified as Special Boulevards, as well as several important secondary and collector segments. The landscape prominence of these roadways has been and will continue to be a focus in the design process for both the private and public sectors. These linkages are described in Table LU-11 in terms of location, improvement classification, and applicable implementation mechanism.

Table LU-10: General Plan Special Boulevards

Street Name	Street Segment	Implementation
Haven Avenue	North City boundary to Pacific Electric Trail	Haven Avenue Beautification Master Plan
	Pacific Electric Trail to Foothill	Terra Vista Planned Community and Haven Avenue Beautification Master Plan
	Foothill to 4 th Street	Industrial Area Specific Plan and Haven Avenue Beautification Master Plan
Milliken Avenue	Hillside to 19 th Street	Caryn Planned Community
	19 th to Base Line Road	Victoria Planned Community and Milliken Avenue Beautification Master Plan
	Base Line Road to Foothill Boulevard	Terra Vista Planned Community and Milliken Avenue Beautification Master Plan
	Foothill Boulevard to 4 th Street	Industrial Area Specific Plan and Milliken Avenue Beautification Master Plan
Day Creek Boulevard	SR-210 Freeway to Foothill Boulevard	Day Creek Boulevard Scenic/Recreation Corridor Master Plan
Base Line Road	Haven Avenue to Rochester Avenue	Terra Vista Planned Community and Base Line Road Beautification Master Plan
	Rochester Avenue to Day Creek Boulevard	Day Creek Boulevard Scenic/Recreation Corridor Master Plan Community and Base Line Road Beautification Master Plan
	Day Creek Boulevard to Etiwanda Avenue	Victoria Planned Community
	Etiwanda Avenue to East Avenue	Etiwanda Specific Plan Community and Base Line Road Beautification Master Plan
	West of Haven Avenue	Base Line Road Beautification Master Plan
Foothill Boulevard	Grove Avenue to Eastern boundary of Subarea 3 of Foothill Specific Plan; and I-15 to East Avenue	Foothill Specific Plan
	Western boundary of Industrial Area Specific Plan to Day Creek Boulevard	Industrial Area Specific Plan
	Day Creek Boulevard to I-15 Freeway	Victoria Specific Plan
Arrow Highway	Grove Avenue to East Avenue	Industrial Area Specific Plan and adjacent development for segment between Archibald Avenue and Haven Avenue
Church Street	Haven Avenue to Day Creek Boulevard	Victoria Planned Community
	Day Creek Boulevard to eastern boundary of Victoria Planned Community	
6 th Street	West of Haven Avenue to Hellman Avenue	Industrial Area Specific Plan and 6 th Street Beautification Master Plan
4 th Street	West of Archibald Avenue to City boundary	4 th Street Beautification Master Plan
Archibald Avenue	Northern boundary of City to Arrow Highway	Archibald Avenue Beautification Master Plan

Table LU-10: General Plan Special Boulevards

Street Name	Street Segment	Implementation
	Arrow Highway to 4 th Street	Industrial Area Specific Plan and Archibald Avenue Beautification Master Plan
Rochester Avenue	Base Line Road to Foothill Boulevard	Terra Vista Planned Community
	Foothill Boulevard to southern City limits	Industrial Area Specific Plan
Miller Avenue	Eastern boundary of Victoria Planned Community to East Avenue	Etiwanda Specific Plan
Etiwanda Avenue	Wilson Avenue to Arrow Highway	Etiwanda and Foothill Specific Plans
East Avenue	Wilson Avenue to Foothill Boulevard	Etiwanda Specific Plan
Wilson Avenue	Haven Avenue to Milliken Avenue	Adjacent Development
Victoria Park Lane	Milliken Avenue to Base Line Road	Victoria Planned Community

Beautification Master Plans

During the late 1980s and into the early '90s, Rancho Cucamonga prepared Beautification Master Plans for many of the Special Boulevards. These plans sought to provide consistent direction to development and establish attractive design themes that would reinforce the City's high design standards.

In general, the Beautification Master Plans go beyond the typical parkway street tree concept and integrate street enhancement plans into a broader landscape fabric within the entire parkway setback area. Most of the concepts incorporate background or accent trees, rockscape, and even perimeter walls. Design objectives of the Beautification Master Plans are to:

- Provide identifiable themes along major streets
- Provide attractive, enduring, and maintainable streetscapes
- Complement other community improvements
- Protect the public's health, safety, and welfare

These plans are being successfully implemented throughout the City. Table LU-12 lists the Beautification Master Plans and the design focus of each concept.

Table LU-11: Beautification Master Plans

Beautification Street	Elements addressed by concept
Archibald Avenue	Parkway/background/accent trees, perimeter walls
Base Line Road, west of Haven Avenue	Parkway/background/accent trees
Base Line Road, east of Haven Avenue	Parkway/background trees, entire median
Day Creek Boulevard	Parkway/background/accent trees, entire median, perimeter walls, community art
Haven Avenue	Parkway/background trees, entire median
Milliken Avenue	Parkway/background trees, entire median
4 th Street	Parkway/background/accent trees, shrubs and hardscape
6 th Street	Parkway trees, entire median
19 th Street	Parkway/accent trees, perimeter walls

Historic/Special Design Streets

Certain roadway sections are worthy of special treatment due to their historic character: Etiwanda Avenue, Hillside Road, Hellman Avenue, and Foothill Boulevard. Provisions for maintaining and/or replacing the trees should be developed to address fire and public safety issues as they occur.

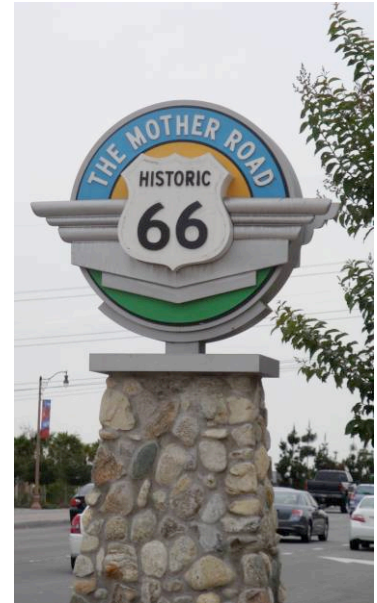
- **Etiwanda Avenue.** Etiwanda Avenue, from Wilson Avenue to Foothill Boulevard, was established in 1883 as the main north/south spine through the Etiwanda Colony Lands. The street retains the original rock curbs, eucalyptus tree windrows, and rural character associated with low-density development. Future roadway designs have been adopted as part of the Etiwanda Specific Plan. The basic design intent is to maintain the current street widths, rock curbs, and existing street trees where possible, and enhance the rural character with additional informal plantings, trails, and extensive setbacks. As future development is proposed, the City needs to carefully define those areas where change to the historic streetscape is required because of traffic demand and public safety. Implementation strategies to discourage the use of Etiwanda Avenue for through traffic should be developed and considered in all future projects along this route.
- **Hillside Road.** The segment of Hillside Road between Alta Loma Channel and Hermosa Avenue has been designated for special historic significance, and plans have been developed consistent with its historic character.
- **Hellman Avenue.** The segment of Hellman Avenue between Base Line Road and 19th Street has been designated for special historic significance and should be studied to establish street requirements consistent with its historic character.
- **Foothill Boulevard/Historic Route 66.** 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-to-Los 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. Route 66 runs east to west through Rancho Cucamonga and contains historic resources potentially significant for their association with Route 66.

Foothill Boulevard/Historic Route 66 Visual Improvement Plan

Supplemental to the Special Boulevards designation, the Foothill Boulevard/Historic Route 66 Visual Improvement Plan (adopted January 2002) guides the design concepts for the streetscapes, entry areas, and rights-of-way of Foothill Boulevard/Historic Route 66 through the entirety of its run through Rancho Cucamonga. The plan acknowledges the importance of Foothill Boulevard/Historic Route 66 to America’s culture and heritage, and works to enhance and reflect the unique historic elements of Historic Route 66 and Rancho Cucamonga.

The plan draws upon positive improvements to Foothill Boulevard/Historic Route 66 and develops a set of unique and unifying historic themes that will be implemented along the Boulevard. The plan provides specific design concepts for the western and eastern gateways into the City, and for eight centers along the Foothill Boulevard corridor. The plan also provides concepts for the Suburban Parkway Enhancement Areas at various locations, a unifying palette of streetscape furniture, unique Route 66 icons, artwork, and various other visual enhancement concepts that can be utilized in future developments and improvements along the Boulevard.



Foothill Boulevard/Historic Route 66 Visual Improvement Plan has implemented public signage and monuments that reflect the culture and heritage of this historic boulevard.

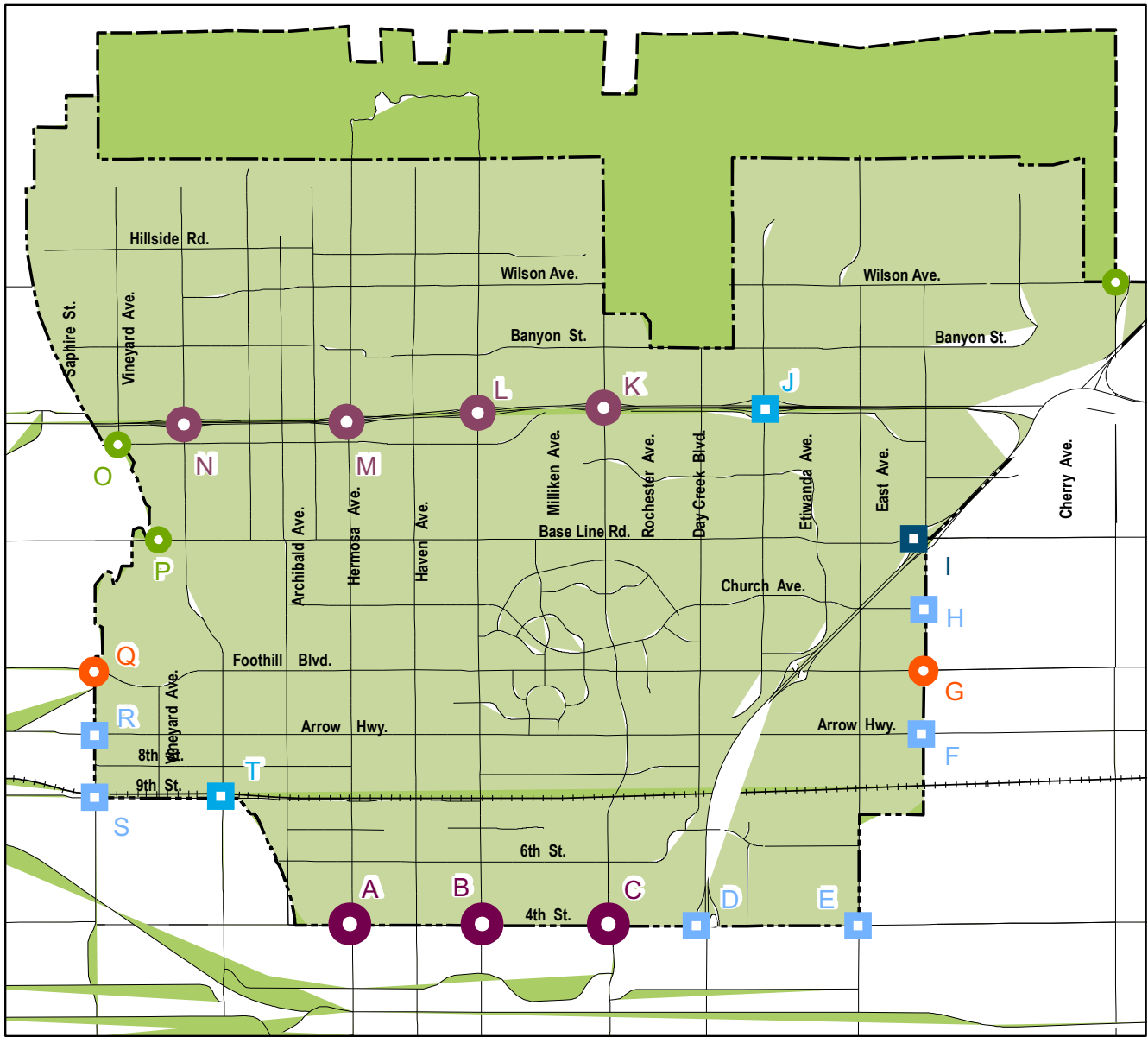
Utility Infrastructure Enhancements

Improving the visual streetscape in Rancho Cucamonga can be accomplished by placing overhead utilities underground. Undergrounding utility lines helps maintain views of the San Bernardino Mountains and avoids visual clutter. Many newer districts and residential neighborhoods have had most utility lines installed underground during their initial development. However, many older neighborhoods still have overhead utility lines. Placing overhead utilities underground remains an important aspect of enhancing the aesthetic quality in neighborhoods and major street corridors.

A major impediment to undergrounding utility lines is cost. Rancho Cucamonga will consider undergrounding utilities along commercial corridors where it can enhance the streetscape and improve the overall image of the street. Residential neighborhoods interested in removing overhead utilities must work with the City and possibly set up an assessment district or other financing system to help pay for the costs of such improvement.

Entry Monuments

Entry monuments provide the first impression of Rancho Cucamonga as visitors enter the City. Special attention has been given to the development and design of these gateways. A plan for entry monuments was developed, and a number of intersections have entry monuments installed. The number and location of entry monuments are shown in Figure LU-7: Entry Monument Locations. The letters identifying each gateway correspond to a description of the gateway, provided in Table LU-13: Entry Monuments Design Elements. Each site will have to be designed to complement the surrounding streetscape and architecture, while following the design.



Entry Monuments








-  Major Gateway Entry Monuments
-  Secondary Gateway
-  Foothill Boulevard Entry Monuments
-  Standard Entry - 3 Corners
-  Standard Entry - 2 Corners
-  Standard Entry - 1 Corner
-  Mid-Block Entry Monument

Illustration showing typical freeway off-ramp configuration:

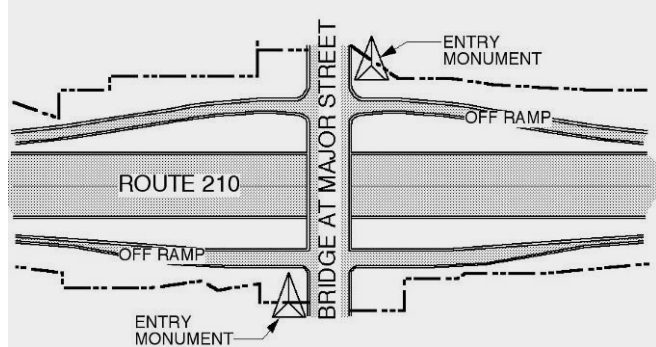


Figure LU-7: Entry Monument Locations

Table LU-12: Entry Monuments Design Elements

A	This existing gateway has elements of Mission Revival form, with cobblestone walls. Its elements may be included in future gateway locations where a more historic or traditional look is desired.
B	The eastern half of this gateway was completed first and the western side was designed to match it.
C	This existing gateway is constructed of cobblestone, concrete, and granite tiles with applied brass letters. Both sides of the street are completed.
D	This gateway is completed and will act as an example for future smaller entry monumentation.
E	This gateway should be designed to generally follow existing gateway D, on the northwest corner of the intersection, with placement and landscaping to complement the adjacent design elements.
F	This gateway should be similar to existing gateway D. The design should complement the adjacent landscaping in its placement and landscaping.
G	This gateway is located on Historic Route 66, and should be designed to follow the more historic style of gateway A. The design should also incorporate text and graphics identifying Historic Route 66. This gateway should match gateway Q.
H	This gateway should be on the north side of the street. The design should complement the adjacent landscaping in its placement and landscaping.
I	This gateway should be designed to generally follow gateway D, on the northeast corner of the intersection, with placement and landscaping to complement the adjacent design elements. If the area for the gateway placement is limited, a design similar to existing gateway P should be utilized.
J	The conceptual design for this gateway is complete.
K,L,M,N	These gateways will identify the City from the SR-210 off ramps. Ideally the gateways would be at the intersection of the major street and each off ramp, as shown in the illustration in Figure LU-6. The gateways should be similar to existing gateway D, with placement and landscaping to match adjacent design elements.
O	This gateway should be designed to generally follow gateway D, on the south side of the street, with placement and landscaping to complement the adjacent design elements. If the area for the gateway placement is limited, a design similar to existing gateway P should be utilized.
P	This gateway is a small existing cobblestone and concrete gateway.
Q	This gateway is located on the Historic Route 66, and should be designed to follow the more historic style of gateway A. The design should also incorporate text and graphics identifying Historic Route 66. This gateway should match gateway G.
R	This gateway should be on the south side of Arrow Highway, and similar in forms and materials to existing gateway D. The design should complement the adjacent landscaping in its placement and planting.
S	This gateway should be designed to generally follow gateway D, on the northeast corner of the intersection, with placement and landscaping to complement the adjacent design elements. If the area for the gateway placement is limited, a design similar to existing gateway P should be utilized.
T	This gateway should be on both sides of Vineyard Avenue, and similar in forms and materials to existing gateway A. The design should complement the adjacent landscaping in its placement and planting.

Note: Descriptions are keyed to locations shown on Figure LU-6, Entry Monument Locations.

This entry monument signifies the southern entry into Rancho Cucamonga on Haven Avenue at 4th Street.



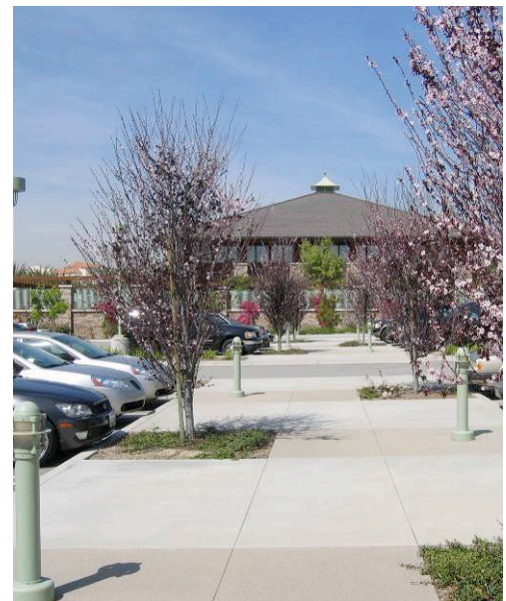
Pedestrian Connectivity

Walking to local destinations is a wonderful way to get exercise, reduce short vehicle trips, and contribute to reduced pollutant emissions. The built environment and community design can influence walking behavior. Rancho Cucamonga residents look for opportunities to walk and bicycle, both to recreate and socialize. The General Plan policies respond by encouraging changes in the built environment that will increase walking. This includes building more sidewalks and trails, making the streetscape more pedestrian friendly, creating better connectivity between destinations, and increasing pedestrian safety.

The City's aim is to design streets for people to use them and assume people will walk. Creating a pedestrian environment involves more than laying down a sidewalk or installing a signal. A truly viable pedestrian system involves paying attention to the smallest details, including how a commercial center provides connections to residential neighborhoods and what paving materials are used for walkways. Facilities should be accessible to all pedestrians, especially those with disabilities and children.



Linkages: Walkways and Corridors



Parking Lot Pedestrian Connections

The walking environment should be open and inviting, not sterile and vacant. Pedestrians need more than sidewalks adjacent to parking and crosswalks across six lanes of traffic. In addition to protecting pedestrians from motor vehicle traffic, it is important to have a secure, pleasant, and interesting walking environment to encourage people to walk. The following strategies improve the built environment for walking:

- Move buildings toward the street and make them accessible from sidewalks. Avoid large blank walls and expansive parking areas. Create an interesting environment for pedestrians along the streets.
- Create linkages such as walkways, corridors, and shared-use paths that connect pedestrian facilities. Linkages increase pedestrian convenience by providing short cuts to destinations. Linkages often provide travel routes that are more appealing than walking next to traffic.
- Promote the uniform design and distribution of street furniture, information kiosks, receptacles, trees and planting boxes, and public and private signage. Work with developers to provide pedestrian amenities such as street lighting, benches, and streetscape improvements for new developments.
- Require all new developments to provide safe and convenient pedestrian environments and access through building orientation, site layout, traffic management, and connections to transit service and local commercial and community facilities.
- Continue to require development to provide and maintain benches and shelters at key transit locations.
- Along major transit routes, continue to provide amenities such as continuous sidewalks, canopies, arcades, shade trees, and seating areas to improve the pedestrian environment along major commercial streets.
- Continue to design and engineer safe and accessible roadways and pedestrian facilities. Provide adequate lighting along major pedestrian routes and trails to encourage walking in the evenings.



Sidewalks, benches, trees, and trellises provide pedestrian comfort within parking areas.

Accessibility

Accessibility for all people, including those with special needs, has always been an important commitment for Rancho Cucamonga. The Federal Americans with Disabilities Act (ADA) was enacted in 1990 to ensure that people with disabilities have equal opportunities and access to public spaces as those who do not have disabilities. People with disabilities may have diminished mobility, limited vision, or reduced cognitive skills. In some instances, individuals may experience a combination of disabilities, which is more common as a person grows older. A person may experience a disability on a permanent or temporary basis. Without accessible pedestrian facilities, people with disabilities will have fewer opportunities to engage in employment, school, shopping, recreation, and other everyday activities. New or altered facilities must provide access for all pedestrians.

Street designs that accommodate people with disabilities create a better walking environment for all pedestrians. Adequate time to cross streets, well-designed curb ramps, limited driveways, and sidewalks that are wide and clear of obstructions and have minimal cross-slope are examples of design features that accommodate pedestrians with disabilities, persons using strollers, and indeed, all pedestrians.

Sustainable Landscaping

Sustainable landscaping for the local climate requires minimal resource inputs, such as water, pesticides, and labor for maintenance. Sustainable landscaping begins with an appropriate design that includes functional, cost-efficient, visually pleasing, environmentally friendly and maintainable areas. Rancho Cucamonga's general criteria for landscaping design include the following:

- Landscaping to enhance streetscapes and prominent entryways
- Water-efficient landscaping principles
- Improving water quality through landscaping
- Landscape maintenance and protection
- Historical landscaping and trees
- Fire-resistive landscaping and defensible space in the High Fire Hazard areas



No-mow landscaping



Incorporating historic landscaping (vineyards)



Parking lot bioswales



Native and drought-tolerant landscaping

Enhancing Streetscapes or Entryways

Landscaping can help integrate the diverse elements of Rancho Cucamonga’s built form. Strategic placements of mature tree specimens, color accents, and distinctive plant and tree forms enhance streetscape views and project entryways. Even when the buildings along a street seem to bear no relationship to one another, a bold landscaped edge or median can unify the streetscape and create a memorable image. Landscaping along streets can define a particular project or edge of a neighborhood, screen undesirable views, or tie into the existing landscape of the surrounding area.

Implementing efficient irrigation systems will help meet the requirements of AB 1881, which provides guidelines for residential and commercial developers regarding efficient irrigation and landscaping techniques.

Water Efficiency Principles

Water imported from distant sources is costly and in diminishing supply. As the Cucamonga Valley Water District (CVWD) focuses on obtaining more water from local groundwater sources, water conservation in Rancho Cucamonga becomes a higher priority. Rancho Cucamonga’s attractive landscaped environment must be balanced with the ever-present need to conserve water. The City Council has adopted a Water Efficiency Ordinance that requires reduced consumption of water in landscapes through the following principles:

- **Planning and Design.** Appropriate planning and design of landscaping can lead to more sustainable landscaping over the long run. It can conserve water, create beautiful and visual scenery, and create a more sustainable landscape that is good for the environment.
- **Drought-Tolerant Plant Materials.** Using plants that can survive periods of time with little or no water assists in the efforts to conserve water. Lawns can be removed or reduced in size and replaced with drought-tolerant plants, which can save a significant amount of water over the year, particularly during the dry and hot summer months. Artificial turf has come a long way in design and durability, and should also be considered as an alternative.
- **Efficient Irrigation Systems.** Irrigation systems can be designed to water different groupings of plant types based on water needs. Drip irrigation can be used where plants need little water. Smart irrigation systems, which employ weather sensors, can efficiently irrigate plants based on weather conditions. Systems can automatically shut off irrigation when it rains.

- **Use of Mulch.** Using mulch can insulate soils and retain moisture, which helps conserve water. Mulch also suppresses weeds, minimizing landscape maintenance and labor.

Improving Water Quality

Landscaping can be used to improve water quality, particularly during rain storms when polluted urban runoff enters creeks and channels. Stormwater is polluted by oil and grease from roads, pesticides from lawns and agriculture, sediment from construction sites, and carelessly discarded trash. Landscaped parkways and medians, such as those found on Haven Avenue or Milliken Avenue, can be retrofitted with vegetated bioswales that include native and drought-tolerant plants. Bioswales are landscape elements designed to retain runoff and remove silt and pollution from it. Pollutants can be filtered out as water sits in the vegetated swales or is filtered by underground systems. Draining water into bioswales can also help recharge groundwater basins.

Parking lot planters can also be developed with bioswales, where water can flow from asphalt surfaces and into these swales. Bioswales are a natural way to clean water and help keep a healthy earth. There are various other methods and programs available to help improve water quality. See Chapter 6: Resource Conservation for more information regarding water quality improvement initiatives.

Landscape Maintenance and Protection

Rancho Cucamonga undertakes design strategies to reduce operation and maintenance costs within the City's Landscape Maintenance Districts and other publicly funded areas. Some of the design strategies are applied to both new development and existing landscapes, and include educating, informing, and involving the public. Many medians on major streets do not use turf, which requires continual maintenance and plenty of water to maintain a green and manicured appearance. Use of creek rocks and drought-tolerant, low-maintenance plants minimizes maintenance labor.

Replacing lawn parkways with vegetation can reduce water use and maintenance.



Landscape design can be used to achieve effective fire protection in residential neighborhoods bordering hillside and open space areas. Fuel modification — the manipulation or removal of fuels to lessen the potential damage of a wildland fire — reduces radiant and convective heat and provides valuable defensible space for firefighters to make an effective stand against an approaching fire front. Fuel modification zones are strategically placed as a buffer to open space or areas of natural vegetation and generally

would occur surrounding the perimeter of a subdivision or isolated development of a single-unit dwelling.

In high fire-hazard areas, landscape plans for private and public development must be reviewed and approved by the Fire District to ensure proper use of fire-resistant plants and adequate vegetation management zones. For further discussion and information regarding Public Safety and fire hazard areas, please see Chapter 8: Public Health and Safety.

Historic Landscaping and Trees

Historic landscaping and trees provide reminders of Rancho Cucamonga's agrarian past and highlight the importance of mature landscaping as a design component.

Trees contribute to the scale and character of the environment and provide many essential functions. Trees provide cooling shade, reduce heat, provide protection from high winds, contribute to clean air, create sound barriers, support wildlife, and increase property values. Street and shade tree canopies can lower temperatures along sidewalks and encourage walking even during the hottest times of the year. Large canopy trees can shade expansive parking areas, cooling hot asphalt.

Within Rancho Cucamonga, certain types of vegetation also provide a historic link to the City's agricultural past. Stands of eucalyptus tree windrows in Alta Loma and Etiwanda were planted in the late 1800s to protect crops from severe winds. Remaining vineyards and citrus trees enhance the historic rural atmosphere of the City, and are scenic and historical assets. New vineyards are being included in the landscape design of new developments, providing aesthetic and functional features; the grapes can be used for commercial wine-making. Preservation of historic agricultural landscapes is discussed in detail in the Historic Resources section of this Chapter and in Chapter 6: Resource Conservation.



The plantings of new vineyards are both functional and visually attractive, and tie back to Rancho Cucamonga's agricultural heritage.

Rancho Cucamonga has adopted a Tree Preservation Ordinance (Chapter 19.08 of the Municipal Code) that deals specifically with trees, including heritage trees. The purpose and intent of the ordinance includes:

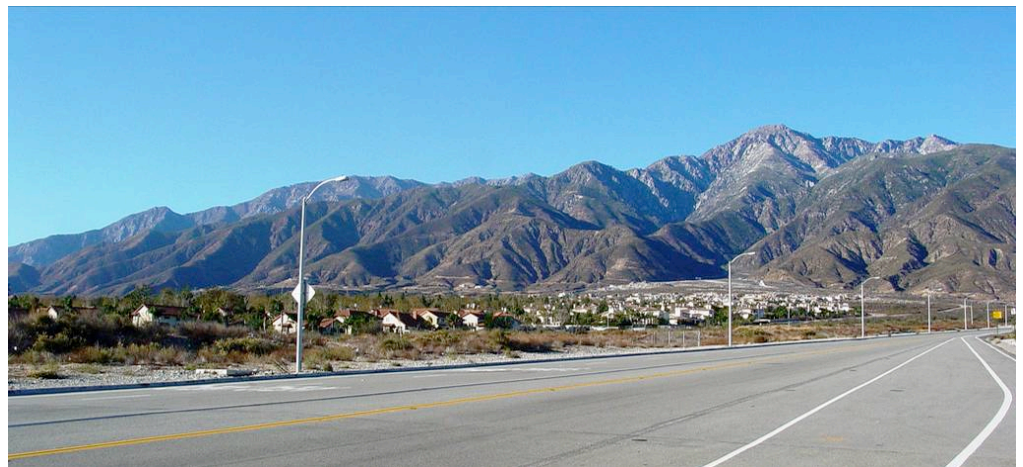
- The eucalyptus, palm, oak, sycamore, pine, and other trees growing within the City are a natural aesthetic resource, which help define community character. Such trees are worthy of protection to preserve scenic beauty, prevent soil erosion, provide shade, wind protection, screening, and counteract air pollution. It is pertinent to the public peace, harmony, and welfare that such trees be protected from indiscriminate cutting or removal, especially where such trees are associated with a proposal for development.
- The ordinance establishes regulations for the preservation of heritage trees on private property to retain as many trees as possible, consistent with the purpose of this Chapter and the reasonable economic enjoyment of such property.
- In particular, the eucalyptus windrows are a unique inheritance whose cumulative value as a windbreak system is a resource. The City aims to perpetuate a windbreak system through protection of selected blue gum Eucalyptus windrows and expansion of the system through planting of new spotted gum eucalyptus windrows along the established grid pattern, as development occurs.

View Corridors

Rancho Cucamonga is rich in scenic resources. The orientation of the roadway network and elevation changes provide spectacular views of the foothills, the San Gabriel Mountains, and the San Bernardino National Forest. From the foothill area, long, open vistas to the south provide outstanding views of the City and beyond. These north-south views are particularly prominent along the straight alignments of Archibald, Haven, and Etiwanda Avenues. Additional scenic resources include the remaining stands of eucalyptus windrows, vineyards, and natural vegetation associated with flood control lands and utility corridors. Views of these resources are most prominent from the roadways and in certain locations from places of work and residences.

Long-range vistas can be preserved and framed within a development project, as well as along roadways. However, mountain backdrops cannot be viewed or appreciated if screened by buildings or scarred by poor hillside development. View corridors within Rancho Cucamonga can be carelessly diminished or destroyed by the indiscriminate placement of communication towers, advertising signs, buildings, tall trees, or other human-built features. The design policies for maintaining view corridors are meant to be combined with policies on landscaping and Special Boulevards to create scenic corridors and attractive travel ways that will orient travelers and enhance foreground and distant views.

**View of Cucamonga Peak
from Milliken Avenue.**



Public Art

Public art refers to works of art in any media located in a public setting, with the purpose of beautifying public spaces and buildings, drawing attention to the message the artwork may communicate, and educating the public. Public art can increase the intrinsic and monetary values of the places it graces; it can express a civic and corporate pride. A city with public art is a city that thinks, feels, and grows.

An existing art installation in Rancho Cucamonga is the piece located at the northeast corner of Haven Avenue and Foothill Boulevard, at the entry plaza of the Terra Vista Town Center Shopping Center. Public art takes many forms, including statues, sculptures, lighting effects, street furniture, paving, railings, signs, fountains, wall murals, and reliefs.

Many cities allot funding to public art. Some employ public art programs, where a certain percentage of building costs (often one percent) has to be used to create public art.



Public art at the Haven Avenue and Foothill Boulevard plaza entrance to the Terra Vista Town Center.

Foothill Boulevard/Route 66 Mural Program

The Foothill Boulevard/Route 66 Mural Program, led by the Redevelopment Agency, has been designed to enhance economic opportunities for businesses along Foothill Boulevard, and to encourage additional investment in properties along the City's primary retail/commercial thoroughfare. The mural program will help create an aesthetically pleasing environment for residents and visitors, and may also provide economic benefits for merchants through increased interest and activity along Foothill Boulevard.

In addition to the economic benefits, the program will create cultural, educational, and artistic value, providing residents and visitors the opportunity to connect with the rich history of the Rancho Cucamonga community through a series of colorful visual displays.

Signs

The City recognizes the need for signs as a means for business advertising and identification. One characteristic that distinguishes Rancho Cucamonga from other communities in the area is its sensitivity to sign design and insistence on attractive signage. The City aims to maintain a visually attractive community through high-quality site planning, building designs, landscaping, and signs. Well-designed signs are not only pleasing in appearance, but can enhance the economic value and accessibility of a project. The Sign Ordinance contains a reasonable system of controls and provides incentives and flexibility for variety and good design. The objectives of the Sign Ordinance are to:

- Provide public convenience by directing persons to various activities and enterprises
- Ensure the development of a high-quality environment by providing a reasonable system of controls for signs

- Encourage signs that are well designed and pleasing in appearance and to provide incentive and latitude for variety, good design relationship, and spacing
- Encourage a desirable urban character that has a minimum of overhead clutter
- Enhance the economic value of the community and each area thereof through the regulation of such things as size, number, location, design, and illumination of signs
- Encourage signs that are compatible with adjacent land uses
- Reduce possible traffic and safety hazards through good signing
- Protect the general public health, safety, and welfare of the community

Larger-scale multi-tenant projects require a Uniform Sign Program to establish standard designs and technical signage criteria. These criteria are applied uniformly to create coordinated yet distinct signage for businesses within a single development. Standards are developed through coordination of City staff and the property owner/developer to ensure that a project retains a quality visual environment. The adoption of Uniform Sign Programs allows places such as shopping centers, office parks, and multi-tenant developments to communicate to tenants the expectations for quality signage.

Art murals on the Barton Plaza building at Foothill Boulevard and Haven Avenue and on the Lowe's building at Foothill Boulevard and Milliken Avenue reflect Rancho Cucamonga's heritage.



Community Design Issues

Key issues relative to land use are:

- **Pattern and Scale of Development.** The integration of various neighborhoods, districts, and urban centers into a coherent City structure and image will continue to be important as the City fills in. The design of connectors or retrofits of existing neighborhoods built independent of each other, new infill projects, or even brand new development will have to be considered to balance integration, yet preserve a neighborhood character within the City as a whole.
- **High-Quality Design Standards.** Design standards must uphold the high quality Rancho Cucamonga demands, but must be flexible enough and contain enough options so as not to prevent desirable development from locating in the City.

Community Design Goals and Policies

The following goals and policies are aimed at providing guidance and policy direction regarding community design in Rancho Cucamonga.

GOAL LU-9: Foster a cohesive, healthy community through appropriate patterns and scales of development, including complementary transitions between districts, neighborhoods, and land uses.

Policy LU-9.1: Preserve and enhance the special qualities of existing districts and neighborhoods through focused attention on land use, community design, and economic development.

Discussion: Rancho Cucamonga has distinguishable districts and neighborhoods that either evolved historically around agriculture, have been more recently master planned, or have been encouraged to develop as a concentration of uses such as the industrial area of the City. The City's intent is to maintain the integrity of these districts or neighborhoods as they continue to age over time. Therefore, the City seeks compatible infill development or redevelopment where necessary, preservation of historic resources, implementation of a streetscape design that reinforces the established image or theme, and focused attention on the economic viability and sustainability of these districts and neighborhoods.

Policy LU-9.2: Integrate districts and neighborhoods into the overall City structure and image.

Discussion: Programs that seek to enhance the identity of individual neighborhoods or districts must be balanced with the need to establish a coherent City structure and image. Methods to provide this integration include the use of clear linkage systems such as pedestrian and bicycle paths, open space corridors, and landscaping that is compatible in form and color. Adherence to the overall General Design Principles will also result in the quality design that is a hallmark of Rancho Cucamonga.

Policy LU-9.3: As the City revitalizes areas through redevelopment and infill development, provide a transition between the developed and natural (unbuilt) environment through landscaping techniques, open space linkages, preservation of landforms, sensitive site planning, architectural design, and public art.



Discussion: New development within Rancho Cucamonga’s foothill areas or rural areas such as Etiwanda should utilize a variety of design techniques to create a project that blends with the surrounding environment, while maintaining a balance with fire-safe landscape design. Techniques such as the preservation of mature trees onsite, the use of native plant materials, development of linear buffer parks or the incorporation of special vegetation such as vineyards or groves within the project design can create a more harmonious setting for new development. In addition, sensitive grading techniques and the preservation of landforms in hillside development can minimize the visual impact of development in predominately open space areas. Project site planning should consider visual impacts to surrounding open space areas or distant views from roadways and should incorporate features of the natural environment through the design and landscaping of open space areas and corridors. Landscape setbacks adjacent to permanent open space areas should be sufficient in distance and landscape design to provide fire protection, defensible space, and a transition between the natural and built environment. The overall intent is to provide a more harmonious transition between development and the surrounding natural environment, as well as adhering to fire-safe landscape principles.

Policy LU-9.4: Ensure that infill development is sensitive and compatible with the design and scale of all adjacent historic properties.

Discussion: Every act of construction is an opportunity to repair, enhance, or embellish a district. The best way is to create infill development that is sensitive to and inspired by the existing conditions. This includes materials, scale, and massing.

Policy LU-9.5: Establish Mixed Use areas as higher intensity “urban centers” where there is sensitive integration of land uses, convenient modes of transportation, and a focused “sense of place” that emanates from the architectural and landscape design.

Discussion: Rancho Cucamonga has a well-established pattern of suburban and rural development. The City has the opportunity to enhance this pattern with the development of more urbanized centers of activity within suitable locations. This General Plan provides detailed land use and design guidance for each of the Mixed Use areas, which are envisioned as concentrations of activity at carefully selected locations within the City.

Policy LU-9.6: Maintain the rural development pattern and character of the Etiwanda area through the Etiwanda Specific Plan.

Discussion: Etiwanda is recognized as a special rural town established in 1883 by George and William Chaffey for agricultural production. Rancho Cucamonga has adopted the Etiwanda Specific Plan to further enhance and preserve the remaining rural characteristics of the area through land use, density/intensity of development, streetscape design, preservation of significant vegetation, and detailed design guidelines. The Etiwanda Specific Plan is the primary tool for implementing this policy and will be upheld through the project design, review, and approval process.

GOAL LU-10: Encourage sustainable landscaping and streetscape design.

Policy LU-10.1: Continue to require implementation of the City’s Water Efficiency Ordinance, which should be reviewed and updated periodically.



Discussion: The Water Efficiency Ordinance establishes a water conservation plan to reduce water consumption in the landscape environment using water-efficient landscaping principles.

Policy LU-10.2: Encourage the planting of edible landscapes, using citrus trees, box gardens, vineyards, and other edible plant materials whenever possible.



Edible landscaping is the process of planting edible plants in spaces other than in a traditional garden. Edible landscapes save space as they combine landscaping and food-growing into a single space. It is a very sustainable method of landscaping that refers back to Rancho Cucamonga’s beginnings as an agrarian community. Converting power line utility corridors to this use can promote and preserve the heritage of Rancho Cucamonga while significantly reducing the fire hazards presented by these uninterrupted rights of way. Utility corridors and the invasive grasses that they support have a high potential for transporting hillside wildfires into the residential and urban areas of the City.

Policy LU-10.3: Promote low water usage, and emphasize fire-safe defensible space.

Discussion: With water a limited resource and wild fires a constant threat, the use of drought tolerant or fire resistant plant material can make a big difference.

Policy LU-10.4: Encourage streetscape design and landscaping programs for commercial frontages that create vibrant places which support walking, bicycling, transit, and sustainable economic development.



Discussion: The design of streetscapes can create walkable environments that support walking, bicycling, and transit as well as supporting new and existing commercial development.

Policy LU-10.5: Consult with and coordinate with the Santa Fe Railway to develop and install a landscape plan for the enhancement of the railroad right-of-way.

Discussion: Metrolink service along the Santa Fe Railway is an important transportation resource within Rancho Cucamonga. Landscaping along this travel route and around the Metrolink station should convey an aesthetically pleasing image, while providing desired screening or framing of particular views. The City will pursue the planning and installation of a landscape design that will create a pleasant travel experience for all passengers traveling to or through the community.

Policy LU-10.6: Continue to pursue strategies to reduce long-term operation and maintenance costs within the City's Landscape Maintenance Districts and other publicly funded areas.



Discussion: Reducing landscape maintenance along the City's street medians and corridors saves maintenance labor costs, water, and energy, creating a more sustainable environment. Where possible, turf areas and lawns should be removed from streetscapes and replaced with low-maintenance, drought-tolerant plantings and natural hardscape materials. Continue to implement "smart" landscape watering systems in medians.

GOAL LU-11: Ensure that community aesthetics are maintained through appropriate regulations.

Policy LU-11.1: Continue to implement and update as necessary the City's Sign Ordinance in order to provide for a reasonable system of review and incentives for well-designed signs throughout the City.

Discussion: The objectives of the existing Sign Ordinance include: efficiently directing people to various locations; ensuring a high-quality visual environment; requiring signs that are well designed and placed, and are pleasing in appearance; minimizing overhead clutter; enhancing economic value of properties; promoting signs that are compatible with adjacent uses; reducing possible traffic and safety hazards through good sign design; and protecting the general health and welfare of the community.

Policy LU-11.2: Continue to require the undergrounding of utility lines and facilities wherever feasible to minimize the unsightly appearance of overhead utility lines and utility enclosures.

Discussion: Undergrounding utilities can remove visual clutter and can eliminate wind-related power outages. Utility wire undergrounding and relocation projects, however, are expensive and residential neighborhoods must work with the City and utility providers before committing to such a task.

Policy LU-11.3: Require communication towers to be located and designed to blend with the surrounding environment.

Discussion: Communication towers can be designed to blend with the surrounding environment to increase aesthetics and reduce visual clutter. The towers can also be retrofitted to look like trees or concealed in windmills and other similar features. They can also be located on buildings or other tall features. These installations are generally referred to as concealed cell sites or stealth cell sites.

GOAL LU-12: Foster a variety of travel routes that are enjoyable ways to experience Rancho Cucamonga.

Policy LU-12.1: Ensure that streetscape design along roadways creates a strong landscaped edge, provides a coherent high-quality appearance along each route, and enhances the image of adjacent development.

Discussion: The Community Design section of the General Plan establishes Special Boulevards within Rancho Cucamonga for which the landscape/hardscape design, trails, and setback standards shall be master planned and consistently applied throughout the length of the Special Boulevard segment or route. The application of special paving materials, plant materials, lighting, signing, and siting of structures at key intersections shall also be incorporated in Special Boulevard designs. Many of the streetscapes for Special Boulevards have been conceptually designed and adopted through specific plans and planned community projects, followed by the preparation of more detailed Beautification Master Plans. Streetscape design for all other roadways should adhere to the basic principles of creating a strong landscape edge and providing a high-quality, consistent appearance. The City expects all streetscape designs to incorporate water efficiency principles and design strategies for publicly landscaped areas.

Policy LU-12.2: Require the design of transit stops to be compatible with adjacent development and provide for adequate seating, signage, shade, and refuse receptacles.



Discussion: Most transit stops in Rancho Cucamonga are built as a condition of approval for an adjacent project. The City expects transit stops to be designed as an “extension” of a developer’s project and seek individual design solutions that are compatible with adjacent development in terms of shelter/shading design, seating, and other user amenities. The City also expects convenient, well-designated pedestrian paths linking the transit stop to adjacent uses.

Policy LU-12.3: Support development projects that are designed to facilitate convenient access for pedestrians, bicycles, transit, and automobiles.



Discussion: Development should include access for pedestrians, bicycles, and transit, as well as automobiles. Focus should be placed on creating a more pedestrian-friendly environment that encourages both walking and bicycling.

Policy LU-12.4: Retrofit, where feasible, existing neighborhoods to allow for convenient, multi-modal access to schools, parks, and shopping centers.



Discussion: Current design standards call for a high level of connectivity for alternative modes of transportation (bicycles, walking, equestrian, etc.) to destinations. Older developments were not held to these same standards. Over time, the retrofit of these neighborhoods and districts will add to the public realm and encourage alternate ways of getting around.

GOAL LU-13: Take full advantage of view lines and vista points with carefully designed development.

Policy LU-13.1: On north-south roadways, open space corridors, and other locations where there are views of scenic resources, trees, and structures, encourage framing and orientation of such views at key locations, and endeavor to keep obstruction of views to a minimum.

Discussion: Scenic resources include the San Gabriel mountains and foothills, long vistas of the City from hillside areas, and other views of special vegetation or permanent open space lands. Project-level site planning, landscape design, placement of signs, and other human-made features must consider the impacts upon views from roadways and through a project site to the foothills, valley vistas, or other scenic resources. The City’s desire is to see the “framing” of views through new development, not obstruction. This may be accomplished through the clustering of trees or structures, selection of landscape materials, or the building orientation and footprint.

GOAL LU-14: Support public art as an important amenity of a beautiful City.

Policy LU-14.1: Pursue the placement of public art in prominent locations particularly along major travel corridors.



Discussion: Rancho Cucamonga recognizes the value of including public art within development sites and within public rights-of-way to enhance the quality of a project and the image of the community. The City will continue to require art as a condition of approval for projects at key locations and will continue to seek funding to provide public art within public rights-of-way, including the Metrolink corridor.

Policy LU-14.2: Continue to promote the establishment of entry monumentation as a means of identifying communities, districts, and neighborhoods.

Discussion: Rancho Cucamonga developed plans for gateways to enhance the impressions of the City at the points of entry. These plans include both identification of monument locations and conceptual designs for different types of gateways. A number of the gateways have been constructed and successfully beautify the entries into the City. Since that time, SR-210 and Day Creek Boulevard have been added to the City's street system. As part of this General Plan Update, the City has augmented the number of entry gateways to reflect entrances produced by the new routes.

Policy LU-14.3: Incorporate a public art ordinance in the Development Code.



Discussion: Developing a public art ordinance program would help spur additional public art pieces throughout the City with the intent of promoting a rich, diverse, and stimulating cultural environment. In preparing such an ordinance, the City must prepare proper guidelines and regulations for setting up the program.

Historic Resources

As Rancho Cucamonga developed out of expansive swaths of vineyard and citrus groves into 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. The General Plan reinforces this commitment to recognizing, protecting, and maintaining Rancho Cucamonga's past.

Rancho Cucamonga History

The following narrative provides a glimpse into Rancho Cucamonga's past. Understanding the past and how the City has transformed over the years leads to understanding of the importance of protecting and maintaining many of the City's historic buildings.

The Beginnings of Our Community

Early History

Originally inhabited by Native Americans, the City of Rancho Cucamonga has been a center of land development opportunity since Franciscan priests and Spanish soldiers entered and began their occupation of the area in the late eighteenth century. The name "Cucamonga," a Shoshone word for "sandy place," first appeared in a written record of the San Gabriel Mission dated 1811.

Development of the three towns of Cucamonga, Alta Loma, and Etiwanda began in the late 1870s and 1880s as a direct result of acquisition and distribution of land and water and the availability of rail transit through the region. In the 1930s a fourth distinct neighborhood, Northtown, developed along the Santa Fe Railroad.

Etiwanda

The first European settlers came to the Etiwanda Colony, located in the eastern portion of Rancho Cucamonga, in the early 1860s. Having made his fortune in the California gold mines, Captain Joseph S. Garcia (1823-1902) of the Azores Islands (located off the coast of Lisbon, Portugal), purchased a large amount of land in the Cucamonga Valley and in 1881, sold off much of the land comprising Etiwanda—560 acres—to brothers George and William Chaffey for \$30,000. This purchase included Garcia's house and the water rights to local water sources, including Day Canyon and a creek to the east. The Chaffey family made other land purchases in the Etiwanda area over time, eventually creating a tract of over 7,500 acres. They named the colony "Etiwanda" after an Indian chief who had been a friend of their uncle.



Cultivating the sandy soil in an Etiwanda vineyard, 1929.

Cucamonga

In 1870, Jewish immigrant Isaias Hellman, a prominent Los Angeles businessman and one of the original 23 founders of the Farmers and Merchants Bank in downtown Los Angeles, along with several of his associates, came into ownership of the Rancho Cucamonga at a cost of approximately \$50,000. They immediately sold a small amount of the land, turning a quick profit, and kept the remaining 8,000 acres. Under a newly formed partnership, Cucamonga Company (later Cucamonga Vineyard Company) and Hellman and his associates subdivided the residual acreage, planted it with a variety of crops, and oversaw restoration of the local vineyards, resulting in the Cucamonga Valley becoming the biggest winemaking area in California. Some Cucamonga Company lands were sold, ultimately comprising portions of Alta Loma and Etiwanda. A dramatic effort was undertaken, tunneling horizontally into Cucamonga Canyon in the San Gabriel Mountains to the north with a primary labor force of local Chinese immigrants, to access water from natural springs in the mountains. Water was delivered to Cucamonga in 1887.



Cucamonga Winery, built in 1835, is said to be California's oldest winery (photo taken in 1939).

Alta Loma

In 1880, Pasadena-based horticultural land developer Adolph Petsch and a group of associates purchased 160 acres of land in northern Alta Loma, naming the land Hermosa. They also purchased the water rights to nearby Deer and Adler Canyons and formed the Hermosa Land and Water Company in 1881. In 1883, they purchased more land in present-day Alta Loma, establishing the “Iowa Tract” on 500 acres. The Iowa Tract was joined with Hermosa in 1887, and the entire area was renamed Ioamosa. The Hermosa Land and Water Company was incorporated in the same year to handle the consolidated land holdings which amounted to over 700 acres. Petsch and the Hermosa Land and Water Company were able to sell lands quickly because of their ability to supply each parcel with a dependable supply of water, using a method of irrigation similar to that which was being used in Etiwanda. The Alta Loma area produced high quantities of citrus fruits, including lemons, oranges, and grapefruit beginning in the 1880s, and continued to grow citrus on a large scale for the next 60 years. Ioamosa was renamed Alta Loma when colonists determined that a new town should be built along the incoming Pacific Electric Railway in 1913.

Northtown

The Northtown neighborhood, named for its position to the township of Guasti to the south, is a historically Latino community that began along the Santa Fe Railway in the 1930s when Mexican immigrants began moving to the region looking for work during the Great Depression, eagerly answering the demand for agricultural laborers to pick grapes, maintain vineyards, and harvest and pack citrus. Located south of the original town center development of Cucamonga, Northtown comprises approximately a square mile roughly bounded by the Santa Fe Railway to the south, Feron Boulevard to the north, Archibald Avenue to the west and Haven Avenue to the east. The community was, for a time, a distinctly defined land area surrounded by vineyards, orchards, and empty fields on all sides. In the early 1900s, several other Latino neighborhoods were located throughout the City, including a neighborhood on Monte Vista Street in Alta Loma and one on Base Line Road in Etiwanda, where I-15 now passes through the City. Mexican immigrants also lived in Guasti, a self-contained wine company town located south of Northtown (currently in the neighboring City of Ontario). The 1930s-era worker housing in Northtown tended to be small in size, containing only one or two bedrooms, one outhouse, and sometimes a garage or additional outbuilding. Northtown was connected to Cucamonga by commercial development along Archibald Avenue.

Railroads and Early Town Development (1887-1945)

Construction of railroads through the Cucamonga Valley allowed for tremendous growth of the local agriculture industry, the success of land sales, and subsequent development of the towns of Cucamonga (including the Northtown neighborhood), Alta Loma, and Etiwanda. Similar to other Southern California boomtowns, construction of railroads through the region created a rapid increase in local development, enabling both people and goods to move in and out of Rancho Cucamonga at an unprecedented speed, which dramatically increased agricultural production and sales. From the early 1900s to the 1950s, the northern portion of the City’s landscape consisted of mostly citrus groves, while the southern portion was dominated by vineyards.

The San Bernardino Line of the Pacific Electric Railway, with stations in Claremont, Upland, Alta Loma, Etiwanda, Fontana, and Rialto, was the Pacific Electric’s longest line. It was completed through Rancho Cucamonga via stations at Alta Loma and Etiwanda in July 1914, offering competition to the older Santa Fe Railway to the south. Initially the Pacific Electric Railway was mostly used to transport citrus, although it carried a variety of freight.



Pacific Electric Railway
Etiwanda Station, 1950.

Winemaking (1858-1970)

Granted the 13,000-acre Rancho Cucamonga in 1839, Tiburcio Tapia planted a small vineyard from vine clippings likely obtained from the neighboring San Gabriel Mission, established by Franciscan priests in 1771, and also formed a small-scale winery. Tapia's original vineyard passed through the hands of several individuals before being sold to John Rains in 1858, who added greatly to the original vineyard, doubling it in size. As a result of this effort, Cucamonga became the most important business point between San Bernardino and Los Angeles, and shortly thereafter, the wines produced here became known far and wide. Following Rains' death, the vineyard was taken over by Pierre and Jean Louis Sansevain, who also improved the vineyards, but the vineyards were later destroyed, falling victim to locust infestation.



View of the Cucamonga
Valley, home to numerous
acres of vineyards in 1942.

Despite the loss of Tapia's original vineyard, the winemaking industry continued to develop and flourish in the Cucamonga Valley, moving from modestly sized wine making operations to larger-scale wine production facilities. Secondo Guasti's Italian Vineyard Company, established in 1883, was among the first production-oriented

wine-making companies in the region, covering over 5,000 acres with wine-producing grapes by the early 1900s. By comparison, the entire Cucamonga Valley contained over 16,000 acres of wine grapes by 1919.

In 1919, the 18th Amendment to the United States Constitution was passed, establishing nation-wide prohibition of the sale, manufacturing, or transportation of alcoholic beverages. It lasted approximately 15 years and had a pronounced effect on the local wine-making industry. While many wineries were forced to close down operations, others conceived of creative ways to keep their businesses open despite Prohibition. Some wineries continued to harvest grapes, using their facilities to produce a variety of products, including table grapes, grape juice, grape and wine jellies, and beef and liver additives. As taking wine with meals was an important custom for Italian immigrants, home winemaking was allowed at a maximum quantity of 200 gallons per year for family use. Despite hardships placed on grape growers during the Prohibition era, the amount of land used for vineyards continued to grow in the Cucamonga region, increasing from 16,000 acres in 1919 to 21,000 acres in 1930.

Prohibition was repealed in December of 1933, and many United States wineries restarted their operations. During this time, the wine-making industry largely shifted from small- to large-scale production. To compete with large-scale wineries, small-scale wineries joined with one another to form cooperatives such as the Cucamonga Pioneer Vineyard Association (formed 1934); members would pool their fruit and share revenue on a percentage basis determined by the quantity of fruit contributed by each grower. Improvements in the handling and transportation of wine grapes that came about upon the repeal of Prohibition also facilitated recovery and success of the winemaking industry in the Cucamonga Valley, which continued to flourish until the early 1950s.

The postwar alteration of Cucamonga Valley's rural landscape began in 1947 with construction of Henry J. Kaiser's large steel mill in Fontana. Then, in 1951, the City of Ontario removed a vineyard purchased 11 years earlier for expansion of its airport; Ontario continued to acquire more vineyards as the airport grew. Meanwhile, tastes in wine were changing, and sweet wines traditionally produced in the Cucamonga Valley were losing market share to drier varietal wines produced in Northern California. Bad weather conditions in the early 1950s led to poor harvests. Suburban sprawl sent real estate prices and property taxes soaring, and increased air pollution adversely affected agriculture. In 1950, 20 wineries were operating in the Rancho Cucamonga area. By 1970, only five remained.

Route 66 (1926-1970)

Completed in the late 1930s, United States Highway 66 (Route 66) resulted from a nation-wide effort to create a highway linking small towns and larger cities from Chicago to Los Angeles. In Rancho Cucamonga, Route 66 is Foothill Boulevard running east-west through the City. Several historic resources potentially significant for their association with Route 66 remain. Aided by the financial backing and large-scale organization of the Federal Aid Road Act of 1916 and the Federal Highway Act of 1921, Route 66 (also referred to as The Mother Road) was commissioned in 1926. Nationwide prosperity following World War II afforded many people the opportunity to travel for leisure. Automobile excursions west on Route 66 quickly evolved into a cultural phenomenon, attracting a multitude of tourists anxious to see the West and visit the interesting roadside businesses that had sprung up alongside Route 66. These roadside attractions appealed to the tourist market with an array of food and refreshment options, trading posts, references to Native American culture, and more obscure sources of entertainment, such as snake pits, petting zoos, and exotic carnival games. The popularity of Route 66 indirectly led to its demise and ultimately

to its decommissioning in 1985. Experiencing heavy traffic by tourists and by the trucking industry, Route 66 became crowded and fell into disrepair. In addition, beginning in the 1950s, modern highways and interstate systems were built throughout the nation, often bypassing small towns that had grown dependent on Route 66 travelers for business. Despite the dramatic decline in traffic, some Route 66 businesses endured, developing a cult following of travelers anxious to experience the mystic Route 66 as it once was.



Foothill Boulevard (Historic Route 66), 1962.

Postwar Development (1945-1977)

Following World War II in 1945, Rancho Cucamonga's landscape began to shift from a rural to suburban environment, reflecting the nation-wide trend toward decentralization of the city. Driven by rapid highway construction, increasing automobile ownership, availability of modern building technologies, and the Baby Boom, the postwar period brought about an increase in housing demand and rising land values, spawning development of tract housing and light industry in Rancho Cucamonga. The area that is now Rancho Cucamonga (not yet incorporated and under the jurisdiction of San Bernardino County) became a sprawling suburb during this time, with neighborhood-scale shopping centers and office parks and proliferating surface parking. As lands once occupied by agricultural uses were needed to accommodate this new pattern of development, the citrus groves and vineyards that had once characterized the local landscape eventually gave way almost entirely to suburbanization.

Consolidation and Incorporation (1977)

Encouraged by the initial boom in land values and development, Rancho Cucamonga activists began discussing the possibility of incorporating the three towns of Cucamonga, Alta Loma, and Etiwanda as early as 1887. Despite attempts at consolidation over the years, it was not until many decades later that this dream was realized. The City of Rancho Cucamonga was finally incorporated in 1977, consolidating Cucamonga, Alta Loma, and Etiwanda into one municipality, reaching a milestone sought after by local residents for nearly 100 years. Incorporation halted the uncontrolled growth that had been occurring in the area and provided numerous other benefits, including increased recreational opportunities and park development, improvements to existing neighborhoods, construction of new neighborhoods, and advances in local economic development. The three historic towns became part of the larger whole, providing opportunities for growth and improvement but also absorbing the character of each town center. As a result, the City now has the

opportunity to plan for the benefit of the City at-large while also continuing to recognize the historic communities from which it came.

Preservation Framework

The following programs are incentives that have been used to preserve and recognize local historic resources.

Federal and State Programs

National Historic Preservation Act

To be eligible for inclusion in the National Register of Historic Places, the quality or significance in American history, architecture, archaeology, engineering, or cultural achievement must be present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and possess one of the following:

- The project is associated with events that have made a significant contribution to the broad patterns of American history.
- The project is associated with the lives of persons significant in the past.
- The project embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- The project has yielded, or may be likely to yield, information important in prehistory or history.

The Casa de Rancho Cucamonga (Rains House Museum) at 8810 Hemlock is the only building in Rancho Cucamonga on the National Register of Historic Places, as of 2009.

California Register of Historical Resources

The California Register of Historical Resources program is designed to allow State and local agencies, private groups, and citizens to identify, evaluate, register, and protect historical resources. It is also an authoritative guide to the State's significant historical and archeological resources. The California Register of Historical Resources includes buildings, structures, objects, sites, and districts significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

As of 2009, five properties were listed in the California Register, including:

- Padre/Biane Winery, 9951 8th Street (1909)
- Ernst Mueller House, 6563 East Avenue (date unknown)
- James G. Isle House, 6490 Etiwanda Avenue (date unknown; moved to 7086 Etiwanda Avenue)
- Herbert Goerlitz House, 6558 Hermosa / 9893 Highland Avenue (1926; moved to 6558 Hermosa Avenue)
- John Rains House, 7869 Vineyard Ave (1859; currently at 8810 Hemlock Street)

In addition, there are two California Historical Landmarks and six California Points of Historical Interest in Rancho Cucamonga.¹

California Historical Landmarks:

- Cucamonga Rancho Winery/Thomas Vineyards, 8916 Foothill Boulevard (1839) (California Historical Landmark No. 490)
- Site of Tapia Adobe, top of Red Hill, approximately 8501 Red Hill Country Club Drive (1839; California Historical Landmark No. 360), demolished. Note: Property is also a local Designated Point of Interest (DPI).

California Points of Historical Interest:

- Base Line Road, Highway from Highland to Claremont (1853; point of Historical Interest No. SBR-012)
- Cucamonga Chinatown Site, 9591 San Bernardino Road (1920; point of Historical Interest No. SBR-077)
- Christmas House, 9240 Archibald Avenue (1904; point of Historical Interest No. SBR-073)
- Garcia Ranch House (currently the Chaffey-Garcia House), 7150 Etiwanda Avenue (1874; point of Historical Interest No. SBR-082)
- Sycamore Inn (historically Uncle Billy's Tavern), 8318 Foothill Boulevard (1848; point of Historical Interest No. SBR-070)
- Milliken Ranch, 8798 Haven Avenue (1891; point of Historical Interest No. SBR-075)

Mills Act

In 1972, California State senator James Mills introduced a bill known as the Mills Act to grant property tax relief to owners of qualified historic properties. The Mills Act is a preservation tool created by the California legislature to encourage the preservation and restoration of historic properties. The Act enables cities to enter into historical property agreements with owners of qualifying properties; these agreements will result in reductions to the owner's property taxes. The agreements provide a benefit to cities in that they ensure preservation and guarantee authentic rehabilitations and a high level of maintenance of cultural resources important to communities.

Local Programs

In 1978, the City adopted the Historic Preservation Commission Ordinance to "designate, preserve, protect, enhance, and perpetuate those historic structures and sites which contribute to the cultural and aesthetic benefit of Rancho Cucamonga." The Ordinance established a Historic Preservation Commission to review applications for Landmark designation, review plans for physical alterations or change of use to Landmarks, and maintain the register of Landmarks.

Pursuant to the Ordinance, a Landmark Designation Program was established. An important element of the program is the identification of benefits and incentives to encourage participation. The City has designated many Landmarks and Points of Interest within Rancho Cucamonga and the Sphere of Influence. Each is photographed and described in the Historic Landmarks and Points of Interest booklet, prepared by the Community Development Department (see Figure LU-8: Historic Resources).

¹ The State no longer designates Historical Landmarks or Points of Historical Interest. Properties previously designated as such must be reevaluated to be included in the California Register and may not constitute historical resources for purposes of evaluation under the California Environmental Quality Act (CEQA).

Participation in the Landmark Designation Program provides the following benefits:

- Qualifies buildings to use the flexible Historical Building Code
- Qualifies the owners to apply for use of the Mills Act contract for lower property taxes
- Enables owners to receive free information about rehabilitation
- Fosters civic pride and encourages additional historical research
- Allows qualified owners to participate in the City's Landmark Plaque Program

Historic Districts and Neighborhood Character Areas

In an effort to recognize historic communities in Rancho Cucamonga and groupings of historic resources and places of interest, the General Plan recommends evaluating the potential creation of historic districts and/or neighborhood character areas.

A historic district is a definable unified geographic entity that possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. It can be distinguished from surrounding properties and presents the same constraints and opportunities as individually listed properties. Historic districts can be designated at the national, State, and local level. Each level of designation has its own specific criteria, although the California Register and most local inventories base their designation criteria on those contained in the National Register. In addition, each level of designation entails a different level of protection, triggers different levels of review, and makes the property potentially eligible for various preservation incentives.

A neighborhood character area, also commonly referred to as a conservation district, is a tool used to define a group of significant historic resources that do not retain adequate integrity to qualify as a historic district but still maintain important levels of cultural, historic, or architectural significance. The focus of a neighborhood character area is on maintaining basic community character of an area, but not necessarily specific historic details of buildings or landscapes. Neighborhood character areas are designated as a zoning overlay geographically over a neighborhood and may be coupled with other regulations. Conceptually, a neighborhood character area creates "buffer zones" to transition from historic districts to surrounding development.

Figure LU-8: Historic Resources

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Key Historic Preservation Issues

Key issues relative to historic preservation are:

- **Loss of Historic Buildings.** Historic resources in the City of Rancho Cucamonga are growing increasingly rare, highlighting the opportunity to continue developing a comprehensive preservation program implemented by a historic preservation ordinance, regularly updating a local historic resource survey and inventory of historic resources, and maintaining a local register of historic resources. By updating the Historic Preservation Ordinance to be consistent with State and Federal preservation standards and maintain a local register of historic resources, greater protection and community awareness of historic resources will be achieved. Existing historic resource survey efforts, local inventory of historic resources, and local registry of historic resources needs to be clearly identified, distinguished from one another, and updated over time.
- **Lack of Preservation Incentives.** The variety of available preservation incentives should be consolidated into one program to increase awareness and streamline use of available incentives. The City currently utilizes the Mills Act and should expand it to create an incentive program that includes a variety of available incentives for properties listed in the local register.
- **Loss of Cultural Landscapes.** Agriculture was the leading industry responsible for development of Rancho Cucamonga beginning in the late 1880s, made possible by the acquisition and distribution of water to Cucamonga, Alta Loma, and Etiwanda, and the availability of rail transit through the three communities. As such, important cultural landscape features in Rancho Cucamonga include but are not limited to vineyards, citrus groves, windbreaks, resources related to water acquisition and distribution, railway rights-of-way, and uniquely designed curbs and gutters.
- **Loss of Historic Town Center Identity.** Rancho Cucamonga existed as three distinct towns until the City incorporated in 1977. However, the unique identities of the historic towns of Cucamonga, Alta Loma, and Etiwanda have become difficult to discern, and are increasingly threatened as historic buildings are altered or demolished and cultural landscapes vanish, diminishing a historic sense of place within each community. The City should identify and retain character in these historic centers to the maximum extent feasible. In accordance with General Plan policy that approves the creation of specific plans for identified areas in the City, specific plans have been prepared for Etiwanda (adopted 1983), Etiwanda North (adopted 1992), and Foothill Boulevard (adopted 2002). The creation of specific plans for Alta Loma and Cucamonga should become priorities.
- **Preservation of Post-World War II Historic Resources.** The City of Rancho Cucamonga is home to post-World War II buildings and tract housing developments that have recently become old enough and/or developed sufficient significance to be considered historic resources. As the age threshold for determining whether or not a property is “historic” is typically 45 to 50 years, early tract housing is beginning to present itself as a potential historic resource. Buildings may be individually eligible for the local register or may qualify for eligibility only as an intact grouping (tract). This topic warrants further research in Rancho Cucamonga, as the City is home to some of the earliest tract housing development in the Inland Empire.

- **Interpretation of Historic Resources.** Interpretation of historic resources refers to the way in which historic buildings, objects, and sites are identified and communicated to the public. An effective interpretation program helps preserve a sense of local history and enhances opportunities for cultural heritage tourism.
- **Lack of Resources for Educating Residents about Identifying and Caring for Historic Properties.** Property owners often alter historic properties in a manner that causes significant loss of architectural integrity, rendering potential historic resources ineligible for inclusion in the local inventory, register and/or historic district. Likewise, City employees charged with preservation program implementation and code enforcement often do not have sufficient training in dealing with historic resources to adequately address historic preservation. The City's Library does not have a preservation resource center but does have a small local history collection of books.

Historic Preservation Goals and Policies

The following goals and policies are aimed at providing guidance and policy direction regarding historic resources in Rancho Cucamonga. The goals and policies allow for the continued protection, preservation, maintenance, recognition, and documentation of historic resources so that future Rancho Cucamonga residents can enjoy what many residents value today.

GOAL LU-15: Maintain a local historic resource survey, local inventory of historic resources, and local register of historic resources.

Policy LU-15.1: Regularly update the City’s historic context statement, historic resource survey, and the inventory of historic resources.

Discussion: The historic context statement will be updated regularly. Exclusion from this document will not preclude a finding of significance for any resource.

The City should identify and thoroughly document historic resources throughout the City by conducting research, historic evaluation, and documentation using accepted methodology and standards of the profession. The City will perform an intensive, comprehensive survey of all historic resources Citywide to the maximum extent feasible, prioritizing survey of areas of importance identified in previous surveys. Existing City status codes will be changed to be consistent with California Register Historical Resource Status Codes. Regularly updating the City’s historic resource survey creates an opportunity for regularly updating the local inventory of historic resources.

The inventory will, along with the survey, be updated regularly. To distinguish the inventory from the local register of historic resources, the City will formally adopt the name, “Rancho Cucamonga Inventory of Historic Resources” to describe buildings, structures, objects, sites, and districts surveyed and found to meet eligibility criteria established by the City and aligned with the California Register. Existing City status codes will be changed to be consistent with the California Register Historical Resource Status Codes. Properties listed in the National or California Registers will be considered for automatic listing in the inventory.

Policy LU-15.2: Identify funding sources to support regularly updating the historic context statement and historic resource survey.

Discussion: There are many approaches toward identifying a stable funding source for preservation activities. For example, the City could assume the majority of the cost of maintaining a current context statement and survey by including in the City's Historic Preservation Ordinance a requirement for the City to periodically update and supplement its historic resource survey. Alternatively, property owners could be made primarily responsible for the cost. For example, the demolition review process could be amended to provide for review of proposed demolition of properties in general over 45 years of age. Findings from these demolition reviews could then be used by the City to supplement the existing historic resources inventory. In addition, the City could consider charging a nominal fee on all permits in order to help maintain a Citywide historic resource survey.

**Policy LU-
15.3:** **Continue to encourage listing local historic resources in the California and National Registers.**

Discussion: By pursuing designation of eligible resources identified in the local inventory of historic resources for National or California Register listing, increased protection will be provided.

**Policy LU-
15.4:** **Define local register of historic resources.**

Discussion: The local register of historic resources contains the inventory of historic resources, as well as resources otherwise identified to be historically significant and is officially adopted by the City Historic Preservation Commission. The City will officially establish "local landmarks" included in the list as the local register of historic resources. Historic resources currently designated will form the core of the register; properties listed as "potential historic sites" will be retained in the inventory and will be reevaluated prior to inclusion in the local register. As part of the register, the City will record all contributing features including secondary buildings and structures, as well as non-architectural site and landscape features.

**Policy LU-
15.5:** **Designate local landmarks from the inventory.**

Discussion: Determine which surveyed resources already contained in the inventory of historic resources or otherwise evaluated as historically significant, such as through a National or California Register nomination, are currently eligible for listing in the local register of historic resources.

GOAL LU-16: Protect historic resources.

Policy LU-16.1: Incorporate historic preservation principles into the City’s project review process.

Discussion: The City will continue to minimize potential impacts to historic resources when developing and enforcing land use, design review, zoning, building code, fire code, environmental review, and other City regulations. The City will use the Secretary of the Interior’s Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings and the Secretary of the Interior’s Standards for the Treatment of Historic Properties and Guidelines for the Treatment of Cultural Landscapes (collectively, Secretary’s Standards) as the standard of review for development projects affecting historic resources. The City will continue to evaluate and present to the City Historic Preservation Commission reviews for proposed exterior changes to surveyed, inventoried, and listed historic resources to evaluate project conformance with the Secretary’s Standards.

Policy LU-16.2: Avoid illegal demolition of historic resources and “demolition by neglect.”

Discussion: The City will create an ordinance or modify the existing Historic Preservation Ordinance to address illegal demolition of identified historic resources. Such an ordinance will include means of addressing historic properties that are being neglected and have fallen into disrepair, either in the Historic Preservation Ordinance or in a separate ordinance designed to deal specifically with this problem.

GOAL LU-17: Expand preservation incentives.

Policy LU-17.1: Allow for use of the Williamson Act (California Land Conservation Act).

Discussion: The City will investigate the use of the Williamson Act, which encourages the City to enter into legal contracts with private landowners to restrict development on certain parcels of land to agriculture or open space use; in exchange, property owners will receive lower property tax assessments.

Policy LU-17.2: Create a conservation easement program for historic resources.

Discussion: The City will investigate such programs that provide a legal agreement between property owner and easement holder that are designed to protect significant historic/architectural and archaeological/cultural resources.

Policy LU-17.3: Develop a preservation grant program.

Discussion: The City will investigate a preservation grant program to provide financial and technical assistance to qualifying property owners that require assistance to repair their historic resources.

Policy LU-17.4: Facilitate acquisition of preservation loans.

Discussion: The City will investigate facilitating preservation loans that can be used for historically sensitive maintenance and rehabilitation of historic resources. Revolving loans involve an initial fund, established with a set amount of money, which is then distributed in the form of a loan to qualified projects or property owners. Interest and principal from the loans is paid back into the fund, to be redistributed for future loans.

Policy LU-17.5: Continue to pursue designation as a Certified Local Government (CLG).

Discussion: The CLG program requires the City to maintain a qualified historic preservation review commission, a historic resource survey, and to enact and enforce preservation regulations. Benefits of becoming a CLG include recognition of the City's preservation program, direct participation in Federal and State preservation programs, and access to designated funding, including funding for updating the City's historic context statement and historic resource survey. Certain changes to the City Historic Preservation Commission may be required to meet Office of Historic Preservation requirements.

Policy LU-17.6: Continue to utilize Community Development Block Grant (CDBG) funds for historic preservation.

Discussion: CDBG funding can be used to support planning (for example, General Plan updates), historical resources surveys, re-use plans, consultant services, property acquisition, and rehabilitation, preservation, and restoration of public or private properties, among other efforts.

Policy LU-17.7: Continue to promote use and knowledge of the California Historical Building Code (CHBC).

Discussion: The CHBC is an alternative building code that enables owners of historic properties to employ reasonable alternatives or levels of equivalency to standard or prevailing code and/or regulation compliance when conformance with established codes and/or regulations would adversely affect the appearance or economic viability of qualified historic properties. The Historic Preservation Ordinance should cross reference use of the CHBC, which should also be included by reference in the local building code.

Policy LU-17.8: Promote the use of the Federal Historic Preservation Tax Incentives Program.

Discussion: This program encourages private sector rehabilitation of historic properties by offering a Federal tax credit for building rehabilitation projects completed in conformance with the Secretary's Standards. A 20 percent tax credit is available for the certified rehabilitation of certified historic structures, and a 10 percent tax credit is available for the rehabilitation of non-historic, non-residential buildings built before 1936.

Policy LU-17.9: **Address adaptive re-use in the Historic Preservation Ordinance.**

Discussion: Ordinances supporting adaptive re-use of historic properties encourage private property owners to adapt historic buildings to new uses, often by streamlining the permitting process for such development projects. Establishing development standards that apply to projects on a systematic rather than individual basis provides greater certainty that a re-use project can receive necessary entitlements, including parking waivers. While adaptive re-use of historic properties can be addressed in the City's Historic Preservation Ordinance, a separate Adaptive Re-use Ordinance could also address re-use of older, non-historic properties.

Policy LU-17.10: **Employ the use of floor area incentives.**

Discussion: The City will investigate the Transfer of Development Rights (TDR) or Transfer of Floor-Area Ratio (TFAR) measures as a means of protecting land or redirecting development away from historic properties by transferring the rights to develop from one area and giving them to another. Such incentives could be used to avoid densification of the City's historically large lots that contain a single-unit residence surrounded by a historic vineyard or citrus grove, which is an increasingly rare property type in the City.

Policy LU-17.11: **Continue to make available land development incentives and modifications to development standards.**

Discussion: Incentives, such as relief from parking requirements (waivers), allowing for excavation of side yards, increased height and story allowances, and flexible setback requirements, will be considered and made available to property owners of historic resources. Such incentives can be added to the Historic Preservation Ordinance.

Policy LU-17.12: **Promote the use of the National Park Service (NPS) Route 66 Corridor Preservation Program's cost-share grant program for preservation of Historic Route 66 resources.**

Discussion: The NPS provides cost-share grant funds for preservation, restoration, and rehabilitation projects completed in conformance with the Secretary's Standards.

GOAL LU-18: Identify and protect cultural landscape features.

Policy LU- Prepare a Cultural Landscape Report.

18.1:

Discussion: The City will create a comprehensive plan for local cultural landscape preservation to complement architectural preservation efforts, beginning with development of a Cultural Landscape Report (CLR) that documents the history, significance and treatment of a cultural landscape [and] evaluates the history and integrity of the landscape including any changes to its geographical context, features, materials, and use. Cross reference cultural landscapes to the survey and inventory.

Policy LU- Update files for identified historic resources to include extant cultural landscape features.

18.2:

Discussion: Extant historic landscape features will be considered contributing features of historic properties in the City that have been identified, starting with properties listed in the local register. Files for such resources will be updated to reflect contributing cultural landscapes.

Policy LU- Create a conservation easement program for cultural landscapes.

18.3:

Discussion: Conservation easement programs are an effective means of preserving significant historic, architectural, archaeological, and cultural resources or agricultural lands for future generations. An easement on a property can be donated to a local preservation or nonprofit organization or governmental agency. Such an easement agreement would stipulate that the property remain in its current use for a period of time or in perpetuity. In exchange, the property owner gets a one-time tax deduction for donation of the easement while retaining ownership of the property. Future development and certain alterations to the property will require approval by the organization holding the easement. If title to the property changes hands, the easement remains in effect in perpetuity or for the number of years specified in the original easement donation.



Policy LU- Continue to rebuild agricultural landscapes.

18.4:



Discussion: The City will continue to rebuild agricultural landscapes by either requiring or encouraging incorporation of historic landscape features, such as vineyards, fruit trees, and windbreaks into new development projects. Additionally, the City could identify land uses that are not suitable for development such as power line utility corridors where agricultural landscapes could be incorporated. These large swaths of visually displeasing land use could support agricultural landscaping while simultaneously eliminating a community fire hazard and promoting the City's beautification, healthy living, and historic preservation goals.

Policy LU- **Retain and restore windbreaks where appropriate.**

18.5:

Discussion: The City will retain and rebuild historic tree windbreaks throughout the City to the maximum extent feasible using approved tree species for planting in Very High Fire Hazard Severity Zones (VHFHSZs) in conformance with the Secretary's Standards. Apply the California Historic Building Code (CHBC) in limited instances where extant historic windbreaks would otherwise be removed due to fire concerns.

GOAL LU-19: Identify and protect historic districts and Neighborhood Character Areas (NCAs).

Policy LU- **Identify historic districts and Neighborhood Character Areas (NCAs).**

19.1:

Discussion: Identify potential boundaries for and contributing features of potential historic districts and NCAs in the survey. The City Historic Preservation Commission will recommend these boundary locations to make official the designation of historic districts and NCAs.

Policy LU- **Create new, and modify existing, specific plans to guide development of historic districts and Neighborhood Character Areas (NCAs).**

19.2:

Discussion: Plans should reflect the City's design context, setting, and community character established by historic patterns of development in a manner that is consistent with the Secretary's Standards. The existing Etiwanda and Foothill Boulevard Specific Plans will be amended to include plans to guide development of historic districts and NCAs.

Policy LU- **Evaluate post-World War II buildings for historic significance.**

19.3:

Discussion: The City will perform a historic resource survey of all post-World War II buildings and housing tracts to determine eligibility of these resources for the local inventory and register of historic resources, and will add historic resources to the local inventory

and register as appropriate.

GOAL LU-20: Develop a historic resource interpretation program.

Policy LU-20.1: Create a historic resource interpretation program aimed at enhancing both public awareness of local history and opportunities for heritage tourism.



Discussion: Although the City currently identifies local landmarks with markers and way-finding signage denoting proximity, these efforts should be expanded upon. The City will investigate and identify particularly popular historic sites, such as the John Rains House, Maloof Compound, Regina Winery, and Pacific Electric multi-use trail, with informational signage about local history and maps highlighting locations of other local historic resources. Individual historic resources and districts can be identified with markers and/or entry signage as they are designated. Points of entry to/from Pacific Electric Trail at Historic Town Centers will be highlighted with appropriate signage. The City will also need signage for “neighborhood identification.”

GOAL LU-21: Preserve and interpret Historic Route 66 for residents, visitors, and business owners.

Policy LU-21.1: Evaluate Route 66 properties and designate Route 66-related historic resources.



Discussion: Buildings erected on Foothill Boulevard from 1926 to 1970, the established nationwide period of significance for Route 66 properties, may be historically significant for their association with Route 66 and as such, the City will develop a method to evaluate these properties now to avoid loss of potentially significant historic resources. A survey can be conducted on the Route 66 properties in Rancho Cucamonga.

Historic resources found to be significant for their association with Route 66 should be added to the local inventory and listed in the local register of historic resources.

Policy LU-21.2: Amend the existing Foothill Boulevard Specific Plan (Development Code § 17.32) to include a linear Route 66 Neighborhood Character Area (NCA).

Discussion: As extant Route 66 properties are few in number, tend to be altered, and are generally interrupted by new development, a linear Route 66 NCA can be established to include the roadway right-of-way and adjacent historic resources, including automobile service stations, roadside eateries, and motels. Remaining Route 66 resources are clustered, such as the Bear Gulch neighborhood. These groupings will be recognized with interpretive signage.

Policy LU-21.3: Clarify the Foothill Boulevard Specific Plan and Route 66/Foothill Boulevard Visual Improvement Plan/Foothill Boulevard/Route 66 Mural Program to include policies that prioritize preservation of documented historic character of Route 66.

Discussion: Scale, setback, and architectural design of new construction along Historic Route 66 will emphasize Foothill Boulevard as a center of commercial activity. Development will occur close to the road and not set back by large parking lots. Land uses and property types that historically lined Foothill Boulevard will be encouraged for future development. The City will consider replication of original Route 66 signage, encourage authenticity, and avoid adding non-historic streetscape features. The City will continue to encourage contemporary murals celebrating Route 66.

GOAL LU-22: Create interpretative programs for the Pacific Electric Railway right-of-way.

Policy LU-22.1: The City shall maintain and build on existing programs for Pacific Electric Trail development and interpretation.



Discussion: Existing programs include extension of the Pacific Electric Trail throughout the City, construction of north-south trail systems to provide access from the Pacific Electric Trail to a variety of locations throughout the City, and wayfinding and informational signage and outdoor recreation amenities, such as benches and water fountains. The City is expanding recreational opportunities along the trail and providing public restrooms. The City can incorporate signage along the trail that publicizes the trail as a means of experiencing the City's historic town centers and connecting historic sites such as the Maloof Compound and Etiwanda Depot. Additional improvements to the trail that emphasize its role in development of Rancho Cucamonga's historic town centers will be included in local planning efforts, as well as in future amendments to the Pacific Electric Inland Empire Trail Master Plan (adopted November 2000), as appropriate.

GOAL LU-23: Educate residents and City staff to address historic properties.

Policy LU-23.1: Continue to work with City staff and homeowners' organizations, historical societies, and historic preservation advocacy groups to develop education programs about the maintenance and care of historic buildings.

Discussion: Programs can train owners how to be stewards of historic properties. Topics covered should include basic maintenance, along with techniques for appropriate renovation, restoration, and rehabilitation, as well as re-use of historic properties. The City could assign this task to a local organization and should establish a fund to be used to produce educational materials to support these efforts. Other historic preservation advocacy organizations, such as the California Preservation Foundation, could be utilized. Sponsorship of a statewide workshop in the City would highlight the importance of historic preservation in the community.

Policy LU-23.2: Continue to train City staff in historic preservation.

Discussion: City staff, including plan checkers, inspectors, and code enforcement officers, will be trained to review historic properties and detect inappropriate alterations to historic resources. The City will regularly inspect historic properties to enforce code compliance and appropriate preservation treatments.

Development of a thorough understanding of how to use and apply the Secretary's Standards and California Historical Building Code will facilitate project approval when property owners are seeking permits. City staff will participate in statewide preservation conferences when possible and report on their experience at conference and workshops.

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Chapter 3: Community Mobility

R A N C H O C U C A M O N G A G E N E R A L P L A N

Introduction

The Community Mobility Chapter sets forth the plan for all means of mobility in Rancho Cucamonga, supporting the City's vision to enhance mobility, provide transportation choices, and promote a healthy community.

With a system of complete streets, the transportation system will provide for the integration of all transportation modes. Traffic should flow smoothly and efficiently, but at safe speeds. Alternative transportation modes such as transit, bicycling, and walking should be available and convenient to all, and should connect all parts of the City.

This Chapter defines a multi-modal, safe, and efficient circulation system that will support Healthy RC objectives, minimize local traffic congestion, encourage increased transit use, respond to local business needs, and facilitate coordination toward achieving regional mobility goals.

Chapter 3: Community Mobility

This Chapter includes the following sections:

- Community Mobility: The Street System
- Transit
- Increasing Bicycle Use
- Accommodating Pedestrians
- Freight and Goods Movement
- Aviation
- Related Transportation Plans

Achieving Our Vision

The City of Rancho Cucamonga's vision for community mobility is reflected in the following Spirit of Rancho Cucamonga Guiding Principles:

The Spirit of Innovation and Enterprise

- We emphasize development of a balanced, integrated, multi-modal circulation system which includes sidewalks, bikeways, streets, equestrian and hiking trails, and mass transit. The system is efficient and safe, and connects neighborhoods to jobs, shopping, services, and active and passive open space.
- We maximize the industrial economic development power of our rail and highway connections. The Foothill Boulevard, State Route 210, and Interstate 15 corridors are the core of our commercial development, providing both jobs for our families and revenues for our community services. Our economic base maintains a mix of cultural, residential, industrial, and local and regional commercial uses with stable development.

The Spirit of Tomorrow

- We are dedicated to a sustainable balance in land use patterns (residential, business, educational, agricultural, recreational, open space, and historic uses) and supporting transportation.

Community Mobility Strategies

This General Plan takes transportation in a new direction. It provides the framework for creating a comprehensive and efficient “Complete Streets” system. These policy directives aim to increase transportation choices, and to more closely tie transportation and land use decisions. Because Rancho Cucamonga's street system is well developed, goals and policies emphasize enhancing the existing system with options that allow residents choices when deciding how to get to various locations in the City.

- **A System of Complete Streets.** This Chapter provides for a balanced system of Complete Streets that accommodates safe and convenient access and travel for all users including: motorists, bicyclists, pedestrians, transit riders, children, older adults, the mobility impaired, and movers of commercial goods.

Complete Streets are streets that support all transportation modes, where feasible, and are consistent with roadway capabilities. The Complete Streets concept recognizes that while many streets may support many modes, it may not always be possible or appropriate for every street to support every mode. The key to a system of Complete Streets is that as an overall street system, streets should provide an integrated network that connects all parts of the City by all transportation modes, and that allows all users to move safely and conveniently.

This General Plan addresses the Complete Streets concept by: 1) identifying the hierarchy of travel corridors in Rancho Cucamonga; 2) defining a Citywide Transit Plan; 3) identifying a Citywide Bicycle Network; 4) including provisions for bike lanes on many roadway types in the roadway design standards; and 5) including policies and implementation actions to encourage use of transit, bicycling, and walking.

- **Transportation for a Healthy and Sustainable Community.** This Chapter supports the General Plan goals for a healthy and sustainable community. It provides for and encourages alternatives to the automobile, such as bicycling and walking, which allow people to exercise. It also provides opportunities for reducing overall vehicle miles traveled in the City through transit use, bicycling, and walking; through transportation demand management programs to reduce trip making; and by encouraging use of low/zero emission vehicles. All of these features of the Community Mobility Chapter will reduce reliance on the automobile and help to reduce energy consumption and greenhouse gas emissions.
- **Increasing Transportation Choices.** This Chapter supports convenient use of these alternate modes to the automobile to provide choices in transportation and reduce the dependence of residents and employees on private cars. By making trips by other modes to destinations in the City more convenient, people can opt not to drive their cars for short trips. The Community Mobility Chapter plans for convenient access to transit and to accommodate the latest bus technologies, and defines a complete bicycle network connecting all parts of Rancho Cucamonga.

These multiple transportation modes will connect many types of destinations: neighborhoods, schools, parks, employment centers, community and civic facilities, retail and commercial centers. All neighborhoods will be within easy reach of transit service and the bicycle network.

- **Connecting Transportation and Land Use.** The local transportation system and the mobility of its users are linked to the patterns and densities of land uses within the City. The success of land uses depends on adequate access, not only within the community but also between Rancho Cucamonga, adjacent communities, and the surrounding region.

Historically, primary importance has been focused on arterial highways and the freeway system because of the predominant role of the automobile in our lives. That has changed with the emergence of, and public interest in, ways to reduce air pollution and roadway traffic. The emergence of rail and bus transit to serve employment centers and provide access to jobs elsewhere in the region brings people into Rancho Cucamonga to work and gives residents commute options. Thus, the transportation system is designed to provide flexibility and choice in how people move through the City. The location and densities of land use maximize convenient access to transit.

Finally, because the roadway network occupies almost 20 percent of land area in the City, its place extends beyond the functional aspects of mobility. The streets not only provide the “frame” around neighborhoods, commercial centers, and cultural facilities, but they also contribute substantially to part of the “visual City.” Thus, the quality of the streetscape continues to be one

of the hallmarks of Rancho Cucamonga and a direct form of enhancement of the living environment beyond the mobility functions of the streets.

- **Providing an Efficient and Comprehensive Street System.** The street system should operate safely and efficiently for all transportation modes. Traffic flow should operate at adequate levels of service (defined in the Streets Standards Section in this Chapter). Transportation infrastructure should be adequately maintained. New technologies should be incorporated into the operation of the street system – such as intelligent transportation systems – where beneficial and feasible.

This Chapter requires that the transportation system continues to be coordinated with land use development. Most of the street system is already in place and operating satisfactorily. However, certain key links are missing and have yet to be built. This Community Mobility Chapter requires that the street system be fully developed to support planned land uses.

Community Mobility: The Street System

Efficient movement within and through Rancho Cucamonga and the region will be facilitated by developing and maintaining a well-designed, integrated circulation network. Easy and convenient access to bus and rail transit and pedestrian and bicycle options are essential to an efficient network. The various modes need to be coordinated so that mobility and the design of City streets accommodate transportation options beyond cars and trucks.

Regional Access

Rancho Cucamonga is strategically located in the west Inland Empire, with excellent access to regional transportation facilities, including freeway, arterial roadways, passenger rail connections, and the LA/Ontario International Airport.

The City is served by three freeways: Interstates 10 and 15 and State Route 210. Interstate 10 (I-10) is located just south of the City limits. However, interchanges with I-10 occur at major north/south arterials, including Vineyard Avenue, Archibald Avenue, Haven Avenue, and Milliken Avenue. Interstate 15 (I-15) runs along the eastern edge of the City, with interchanges at Summit Avenue, Base Line Road, Foothill Boulevard, and 4th Street. State Route 210 (SR-210) runs through the northern portion of the City, with interchanges located at Carnelian Street, Archibald Avenue, Haven Avenue, Milliken Avenue, and Day Creek Boulevard.

Improvements planned by regional agencies to the freeway system include the following:

- Addition of High Occupancy Vehicle (HOV) lanes on I-10 from I-15 to the Riverside County line (extending from Milliken Avenue in the City of Ontario to Ford Street in the City of Redlands)
- Addition of High Occupancy Toll Lanes on I-15 from the Riverside County line in the south to the I-15/I-215 interchange to the north

- Base Line Road and I-15 Freeway interchange improvement

The Circulation Plan provides for one new interchange on I-15 and Arrow Highway, which will provide for improved freeway access for truck traffic to/from the industrial area in the southeastern portion of Rancho Cucamonga.

Circulation Plan

Streets and highways are grouped into classes or systems according to the character of the service they are intended to provide. This grouping is called “functional classification.” An integral part of functionally classifying streets is recognizing that individual roads and streets do not serve travel independent from the rest of the highway system. Rather, most travel involves movement along a network of roads, so it is necessary to determine how this travel can be channeled within the network in a logical and efficient manner. Roadway classification defines the nature of this process by defining the role that a particular road or street should play in serving the flow of trips within a highway network.

General Roadway Hierarchy

The general roadway hierarchy in Rancho Cucamonga is intended as a general description only to understand the movement of people and vehicles, and to identify connections to the transit and bicycle networks. The actual classification of streets and associated street standards are described in detail under Roadway Classifications and Roadway Design Standards below.

East-west arterial roadways carry more traffic overall than north-south arterials. This is primarily because the east-west arterials also serve as regional connections to neighboring communities to the east and west. Figure CM-1 shows the general hierarchy of streets and travel corridors in Rancho Cucamonga.

- **Principal Travel Corridors.** Principal travel corridors include Foothill Boulevard and 4th Street for east-west travel, and Haven Avenue and Milliken Avenue for north-south travel. These principal travel corridors traverse the City and extend beyond the City limits to connect to freeways and adjacent communities. Principal travel corridors are typically six-lane streets and carry the highest traffic volumes – typically in the range of 30,000 to 40,000 daily vehicles, with more than 40,000 vehicles in certain locations.
- **Secondary Travel Corridors.** Secondary travel corridors are Base Line Road and Arrow Highway for east-west travel, and Carnelian Street/Vineyard Avenue, Archibald Avenue, and Day Creek Boulevard for north-south travel. These corridors generally extend across the entire City and in most cases, connect with freeways and extend to other communities. They are typically four-lane streets, although certain locations may be six lanes, and they carry lower but still substantial traffic volumes – typically in the range of 20,000 to 30,000 vehicles per day.
- **Tertiary Travel Corridors.** A system of tertiary travel corridors supports and provides access to the primary and secondary corridors, and includes Wilson Avenue, Church Street, Banyan Street, and 6th and 19th Streets in the east-west directions, and Hermosa Avenue, Rochester Avenue, Etiwanda Avenue, and East Avenue in the north-south direction. These streets are more locally oriented, are more locally traveled, and are often

four-lane streets. However, two-lane streets occur in certain locations, and typically carry in the range of 10,000 to 15,000 vehicles per day.

Roadway Classifications

The Circulation Plan shown in Figure CM-2 defines the ultimate street network for arterial roads and highways, which is required to provide adequate capacity to support the land use plan at the City's desired service levels. The Circulation Plan defines the roadway classification for each segment of existing and future proposed arterial roads and highways within the City and Sphere of Influence. Table CM-1: Classifications of General Plan Roadways, identifies road segments by their classifications. Road alignments of planned but unbuilt segments, particularly in the Sphere of Influence area, are subject to future precise alignment based on development plans and engineering criteria.

Roadway Design Standards

The City has adopted standards for each of the roadway classifications identified in the Circulation Plan, as illustrated in Figure CM-3: Typical Roadway Cross Sections. The key features involving access restriction, intersection spacing, curbside parking, and other aspects of roadway design are further defined in Table CM-2: Roadway Functional Design Guidelines.

Some streets have been developed with reduced rights-of-way, based on design/technical review and subject to certain conditions specified in the Development Code. For residential streets, reductions in street widths may be allowed pursuant to the Development Code, based on historical elements, hillside conditions, natural features, or projects that include attached condominium or townhouse development.

Roadway and intersection monitoring will also be required and will include traffic impact studies for proposed projects in accordance with City and San Bernardino Associated Governments (SANBAG) criteria. At that time, analyses can be done to determine whether required roadway improvements may exceed the cross sections in Figure CM-3 at specific intersections; and site-specific access studies may be deemed necessary by the City Traffic Engineer to determine the feasibility of proposed access locations.

Base Line Road, west of Haven Avenue, is a Secondary Travel Corridor with bicycle lanes.



Figure CM-1: General Roadway Hierarchy

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Figure CM-2: Circulation Plan

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Table CM-1: Classifications of General Plan Roadways

East/West Street	Boundaries		North/South Street	Boundaries	
	West	East		North	South
Collector Streets					
Day Creek Boulevard	Day Creek Boulevard	Etiwanda Avenue	Sapphire Avenue	Almond Street	19th Street
East Avenue	Etiwanda Avenue	Wilson Avenue	Baker Avenue	Foothill Boulevard	8th Street
Hillside Road	Western City Boundary	Haven Avenue	Carnelian Avenue	Almond Avenue	Banyan Street
Banyan Street	Western City Boundary	Youngs Canyon Road	Beryl Street	Reales Street	Base Line Road
Church Avenue	Hermosa Avenue	Archibald Avenue	Hellman Avenue	Hillside Road	Foothill Boulevard
9th Street	Grove Avenue	Archibald Avenue	Amethyst Avenue	Almond Street	Base Line Road
8th Street	Grove Avenue	Haven Avenue	Archibald Avenue	City Boundary	Hillside Road
7th Street	Hellman Avenue	Archibald Avenue	Hermosa Avenue	City Boundary	Banyan Avenue
Victoria Street	East Avenue	I-15 Freeway	Santa Anita Avenue	6th Street	4th Street
Highland Avenue	Kenyan Way	East Avenue	Wardman Bullock Road	City Boundary	Wilson Avenue
Jersey Boulevard	Haven Avenue	Rochester Avenue	Terra Vista Parkway	Church Avenue	Town Center Drive
Vintage Drive	Day Creek Boulevard	Etiwanda Avenue			
Town Center Drive	Haven Avenue	Spruce Avenue			
W. Elm Avenue	Town Center	Church Avenue			
Mountain View Drive	Spruce Avenue	Terra Vista Parkway			
Modified Collector with Median					
Victoria Park Lane	Fairmont Way	Base Line Road			
Secondary Streets					
Wilson Avenue	Carnelian Avenue	Day Creek Boulevard	Carnelian Street	Banyan Street	Vineyard Avenue
19th Street	West City Boundary	San Benito Avenue	Vineyard Avenue	Carnelian Street	8th Street
Church Avenue	Archibald Avenue	Haven Avenue	Hellman Avenue	Foothill Boulevard	4th Street
Church Avenue	Rochester Avenue	Victoria Park	Archibald Avenue	Hillside Road	Wilson Avenue
Miller Avenue	Etiwanda Avenue	East Avenue	Hermosa Avenue	Banyan Street	4th Street
6th Street	Hellman Avenue	Haven Avenue	Haven Avenue	City Boundary	Wilson Avenue
6th Street	I-15 Freeway	Etiwanda Avenue	Buffalo Avenue	6th Street	4th Street
Civic Center Drive	Haven Avenue	White Oak Avenue	Etiwanda Avenue	Base Line Road	Foothill Boulevard
Poplar Street	Church Avenue	Rochester Avenue	East Avenue	Wilson Avenue	Foothill Boulevard
			Spruce Avenue	Base Line Road	Red Oak/White Oak
			Etiwanda Avenue	City Boundary	Wilson Avenue
			Red Oak Street	Arrow Highway	Spruce Avenue
			White Oak Avenue	Arrow Highway	Spruce Avenue
			Mayten Avenue	Church Avenue	Foothill Boulevard
			E. Elm Avenue	Church Avenue	White Oak Avenue
			Victoria Park Lane	Base Line Road	Day Creek Boulevard

Table CM-1: Classifications of General Plan Roadways

East/West Street	Boundaries		North/South Street	Boundaries	
	West	East		North	South
Modified Secondary with Median					
Wilson Avenue	Wardman Bullock	Cherry Avenue	Wardman Bullock Road	Wilson Avenue	Cherry Avenue
Church Avenue	Victoria Park Lane	Etiwanda Avenue			
Church Avenue	Haven Avenue	Rochester Avenue			
Terra Vista Parkway	Church Avenue	Church Avenue			
Major Arterials					
Base Line Road	West City Boundary	Haven Avenue	Archibald Avenue	Hillside Road	4th Street
Arrow Highway	Grove Avenue	East Avenue	Rochester Avenue	Highland Avenue	6th Street
4th Street	Hellman Avenue	Archibald Avenue	Etiwanda Avenue	Foothill Boulevard	4th Street
Modified Major with Median					
Wilson Avenue	Day Creek Boulevard	Wardman Bullock Road	Day Creek Boulevard	Wilson Avenue	SR-210 Freeway
Wilson Avenue	Cherry Avenue	I-15 Freeway	Cherry Avenue	Wilson Avenue	I-15 Freeway
Church Avenue	Day Creek Boulevard	Victoria Park Lane	Milliken Avenue	Wilson Avenue	Banyan Street
Major Divided Arterials					
Base Line Road	Haven Avenue	Etiwanda Avenue	Haven Avenue	Wilson Avenue	Trademark Parkway
Foothill Boulevard	Grove Avenue	Day Creek Channel	Milliken Avenue	Banyan Street	4th Street
Foothill Boulevard	I-15 Freeway	East Avenue	Day Creek Boulevard	SR-210 Freeway	Foothill Boulevard
6th Street	Haven Avenue	Rochester Avenue			
4th Street	Archibald Avenue	Etiwanda Avenue			
Major Divided Highways					
Base Line Road	Etiwanda Avenue	East Avenue	Milliken Avenue	5th Street	4th Street
Foothill Boulevard	Day Creek Channel	I-15 Freeway	Haven Avenue	Trademark Parkway	4th Street

Figure CM-3: Typical Roadway Cross Sections

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Table CM-2: Roadway Functional Design Guidelines

Number of Lanes	Median	Access Restriction	Intersection Spacing	Curbside Parking	Additional R/W or Easement
Local Road					
2 lanes	No median. Centerline striping typically not included.	Direct residential access is encouraged.	Intersection/access spacing approximately 200 feet.	Parking may be restricted at intersections to meet line-of-sight requirements.	N/A
Collector					
2 lanes	Undivided. Centerline striping. Provide left-turn pockets at intersections with collector or higher level streets.	Direct access from private residential properties should be avoided.	Intersection/access spacing approximately 200 feet.	Parking may be prohibited to provide a left-turn lane at intersections or to meet line-of-sight requirements.	May be considered at selected intersections where heavy traffic requires a separate right-turn lane.
Secondary Arterial					
4 lanes	Striped median where feasible.	Direct access from private residential properties should be avoided.	Intersection spacing approximately 330 feet.	Not permitted along segments where a striped median is provided.	Should be considered at selected intersections where heavy traffic requires a separate right-turn lane.
Major Arterial					
4 lanes	Painted. Used for left-turn movements.	Local residential streets should not have direct access from major arterials. No residential driveways.	1/8 mile for principal intersections. Left-turn restrictions to be considered at minor unsignalized driveways if desired spacing not feasible.	Not permitted.	May be considered at intersections to accommodate full-width right-turn lanes or dual left-turn lanes.
Major Divided Arterial					
6 lanes	Raised. Used for dual left-turn movements at key intersections.	Left-turn access allowed at signalized intersections only. No residential driveways.	1/4 mile as a minimum. ¹	Not permitted.	May be considered at intersections to accommodate full-width right-turn lanes or dual left-turn lanes.
Major Divided Highway					
8 lanes	Raised. Used for dual left-turn movements at key intersections.	Left-turn access allowed at signalized intersections only. No residential driveways.	1/4 mile as a minimum.	Not permitted.	May be considered at intersections to accommodate full-width right-turn lanes or dual left-turn lanes.

Table CM-2: Roadway Functional Design Guidelines

Number of Lanes	Median	Access Restriction	Intersection Spacing	Curbside Parking	Additional R/W or Easement
Modified Collector With Median					
2 lanes	Raised.	No residential driveways.	1/8 mile.	Not permitted.	May be considered at selected intersections where heavy traffic requires a separate right-turn lane.
Modified Secondary With Median					
4 lanes	Raised.	No residential driveways.	1/8 mile.	Not permitted.	May be considered at selected intersections where heavy traffic requires a separate right-turn lane.
Modified Major With Median					
4 lanes	Raised.	No residential driveways.	1/4 mile.	Not permitted.	May be considered at selected intersections where heavy traffic requires a separate right-turn lane.

Note:

1. Median breaks less than ¼ mile spacing on Major Divided Arterials are subject to a detailed traffic analysis and require City Engineer approval in order to permit a signalized intersection located less than the standard 1,320 feet intersection spacing requirement.

Performance (Level of Service) Standards

Level of Service (LOS) is a qualitative measure describing operating conditions at an intersection or along a roadway segment. It describes operating conditions in terms of factors such as speed, freedom to maneuver, traffic delay, comfort and convenience, and safety. LOS D or better is the adopted standard. This standard serves as a foundation for providing a street network that moves people and goods safely and efficiently throughout the community, while ensuring that traffic delays are minimized.

Private Streets

Private streets are allowed, under limited conditions, subject to approval by the Planning Commission. Private streets may be desirable in new developments where they would enhance neighborhood identification, provide control of access, and where special design concepts may be involved. Section 17.08.040 of the Development Code specifies the conditions and standards for private streets. The City's objective, however, is to require private streets to be constructed to public street standards wherever possible. Private drives within multi-unit residential projects serve multiple purposes: 1) as the primary means of access for residents; 2) as emergency access by fire and police; 3) as access to visitor parking; and 4) as the typical location where routine "parking-involved" activities such as car washing and deliveries take place. The design/technical review process considers not only adequacy of the drive aisle width and visitor parking, but also addresses the need for convenient parking for residents so that drive aisles are not partially blocked to through traffic.

Transit

Promoting the use of transit within, to, and from Rancho Cucamonga can reduce the number of vehicles on the road and subsequently the volume of fossil fuels consumed by commuters. By using transit we reduce traffic congestion, reduce the need for costly roadway improvement projects, improve air quality, and ensure a healthier population. Also, many Rancho Cucamonga residents cannot drive or choose not to drive, including pre-teen and teenage youth, older adults living in residential care facilities, and older adults living on their own. Rancho Cucamonga residents have consistently supported initiatives to provide better public transportation.

Bus Transit

Two types of bus transit services are provided in Rancho Cucamonga: fixed-route and demand responsive. Fixed-route services are operated by Omnitrans and include seven routes that traverse the City. These routes are not exclusive to Rancho Cucamonga and connect to other destinations in the region. Two routes originate at Chaffey College, and one route originates at the Civic Center. All other routes have start and end points outside the City.

Within Rancho Cucamonga, these routes run primarily along Haven Avenue, Day Creek Boulevard, Milliken Avenue, Carnelian Street/Vineyard Avenue, Base Line Road, Foothill Boulevard, and Arrow Highway, and along parts of Banyan Street, Victoria Park Lane, and 4th Street, but do not provide access to all neighborhoods and business districts.

Routes connect to Fontana, Upland, Ontario, Montclair, and Chino, and serve the Fontana Metrolink Station, Ontario Mills Shopping Mall, LA/Ontario Airport, Ontario Civic Center, Pomona TransCenter, Montclair TransCenter, and Chino Civic Center and Transit Center.

All the routes identified are local service routes, with service frequencies ranging from every 15 to 60 minutes during peak hours. Route 81 serves the Rancho Cucamonga Metrolink Station.

An Omnitrans bus pulling up at a bus stop along Foothill Boulevard



Access

Omnitrans also provides a demand-response service called Access, which is a curb-to-curb van service for people unable to independently use the fixed-route service. This service complies with the requirements of the Americans with Disabilities Act (ADA). Reservations must be made in advance, and pick-up and drop-off must be provided within a three-quarter mile range of the existing Omnitrans fixed bus routes and during the same service hours as those routes.

Planned Bus Transit

Improvements in transit service and geographic coverage in the City are anticipated. This will necessitate coordination with Omnitrans as the regional transit operator.

The Transit Plan, shown in Figure CM-4, identifies expectations for future bus service in Rancho Cucamonga. Two major transit corridors – an east-west transit spine along Foothill Boulevard and a north-south transit spine along Haven Avenue – will form the backbone of bus transit service in the City. Bus Rapid Transit (BRT) could operate along these two corridors.

BRT is a rapidly developing form of enhanced bus transit that offers more frequent service, fewer stops, and higher average speeds than traditional bus service. It uses higher-capacity vehicles with low floors and specially designed station platforms for quick boarding. In some areas, busses travel in exclusive lanes for greater mobility through high-demand areas. In other areas, busses may receive priority treatment over other vehicles. SANBAG (through its Draft Long Range Transit Plan) and Omnitrans will plan for BRT along key corridors in San Bernardino County.

Figure CM-4: Transit Plan

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In Rancho Cucamonga, BRT service could operate along Foothill Boulevard and possibly along Haven Avenue, with bus stops at key arterials and destinations, as shown in Figure CM-4: Transit Plan.

The Transit Plan also anticipates the reorientation and addition of bus routes to operate on a one-mile street grid on the major arterial roadways in the City. This would bring fixed-route transit service within a half-mile of all locations in the City, operating along the heaviest traveled arterials and serving the primary centers of activity within the community. The Transit Plan will add transit service for both east-west and north-south connections.

This concept plan will need to be evaluated and implemented by Omnitrans based on operational criteria. Consideration of expanded services are typically evaluated based on density/intensity of development and land use types in the vicinity of the requested service, projected market demand, and budget considerations.

The Transit Plan (Figure CM-4) defines the following transit corridors:

- **Primary Transit Corridor.** A Primary Transit Corridor is a street that is expected to carry the highest levels of transit service, particularly regional service, with the most bus routes and the highest frequency of service.
- **Secondary Transit Corridor.** A Secondary Transit Corridor is a street that is expected to carry lower but still significant levels of transit service, and probably with a greater orientation to local rather than regional bus routes. In both cases, the design and operation of the streets need to reflect and accommodate transit vehicles.

Bus Transit Centers (where routes may terminate or where transfers between bus routes are provided) are planned at Chaffey College and proposed at Victoria Gardens.

The fixed-route bus transit system will serve all major destinations and activity centers, including major shopping centers, community centers, government offices, Chaffey Community College, and employment centers. Enhanced transit connections to Victoria Gardens, the Epicenter, and the Metrolink Station will be pursued.

Park-and-Ride Facilities

Park-and-Ride sites for ridesharing and for certain BRT stations will be most appropriately located within or near major activity centers or at freeway interchanges. Opportunities will be pursued to locate Park-and-Ride facilities within major developments and/or activity centers that are planned within those areas.

Internal City Local Transit Service

The City looks to establish a localized internal circulator transit service to connect neighborhoods to schools, parks, commercial centers, and key destinations such as the Civic Center, Central Park, the Metrolink Station, the Epicenter, and Victoria Gardens. A system such as this would benefit teens, older adults, and others within the City. This local service could be operated by the City or Omnitrans through a joint effort. The feasibility of funding sources for this type of service will be actively explored with Omnitrans. A fixed-route service, with

smaller vehicles and routes along collector and/or local streets, would be most effective. This service would feed into and support regional fixed-route service, significantly enhancing transit access citywide.

Figure CM-5: Local Transit Service Areas, identifies three possible internal circulator transit service areas, which would provide connections from all neighborhoods to key destinations east, northwest, and southwest. A local transit center in the Terra Vista Town Center would provide for transfers among routes. Community transit service could be implemented in phases based on available funding and projected ridership levels.

Rail

Railroads historically have helped shape land use patterns in Rancho Cucamonga and influenced the types of businesses established to take advantage of freight and passenger rail service. Beginning with the Santa Fe Railroad and Pacific Electric Red Cars, and continuing today with Metrolink and the potential extension of the Metro Gold Line, rail transit provides options for Rancho Cucamonga residents who wish to travel beyond the City and for people coming to the City to work.

Metrolink

Metrolink, operated by the Southern California Regional Rail Authority, is a regional rail system that provides reliable transportation and mobility for the region, and is the result of a multi-agency effort involving the counties of Los Angeles, Orange, Riverside, and San Bernardino. The City is served by the San Bernardino Line with a station at Milliken Avenue. The line links San Bernardino to Union Station in downtown Los Angeles. Metrolink trains on the San Bernardino Line operate daily, including weekends.

The Metrolink Station located on Milliken Avenue could provide more convenient access to employment centers if it were relocated to Haven Avenue. Also, a Haven Avenue location would allow for coordination with bus transit, including a possible BRT route along Haven Avenue.

**A Metrolink train departing
the Rancho Cucamonga
Station**



Figure CM-5: Local Transit Service Areas

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Metro Gold Line

The Metropolitan Transportation Authority of Los Angeles County, or Metro, is responsible for light rail service operations in Los Angeles County, and will extend operations to San Bernardino County with the planned extension of the Gold Line. Plans as of 2009 have the line terminating in Montclair (with the other end at Los Angeles' Union Station). The Metro Gold Line Foothill Extension Construction Authority is currently studying a potential extension of the Gold Line light rail line from its planned terminus in Montclair eastward to LA/Ontario International Airport. Route options have been narrowed down to two key options, both of which extend only slightly into the southwest corner of Rancho Cucamonga.

These two options are:

- 1) Along the Pacific Electric right-of-way to Foothill Boulevard and then south via either Cucamonga Creek or along Vineyard Avenue to Ontario Airport
- 2) Along the Metrolink right-of-way to either Vineyard Avenue or Cucamonga Creek Channel and then south to Ontario Airport

Potential station sites include: the Pacific Electric right-of-way and Foothill Boulevard, Metrolink right-of-way at 8th Street and Vineyard Avenue, Metrolink right-of-way at 8th Street and Cucamonga Creek, and the right-of-way at 4th Street and Cucamonga Creek. Ongoing studies will identify one or more locally preferred routes and station locations to take forward for more detailed study of engineering and environmental issues.

Increasing Bicycle Use

Bicycling is an increasingly popular form of recreation as well as transportation. To support enhanced mobility goals, Healthy RC objectives, and measures to reduce pollutant loads from private cars, Rancho Cucamonga residents should be able to easily cycle to work, school, parks, libraries, and other local destinations using convenient routes. Continuing to allow bicycles on busses and providing secure bicycle parking facilities will further encourage bicycling and promote the use of multiple transportation modes. The opening of the Pacific Electric Trail in 2007 resulted in a near explosion of bicycle use in the City.

The Bicycle Plan defines a citywide network of bicycle facilities that connects residential neighborhoods to schools, parks, commercial centers, and activity centers. This planned system builds upon established bike paths, bike lanes, and bike routes to create an integrated citywide system. It builds on previous plans, and reflects the ultimate bikeway system at build-out of the community.

Riding and Hiking Trails are discussed in the Community Services Chapter (Chapter 5).

The Pacific Electric Trail opened in 2007 between Archibald Avenue and Etiwanda Avenue.

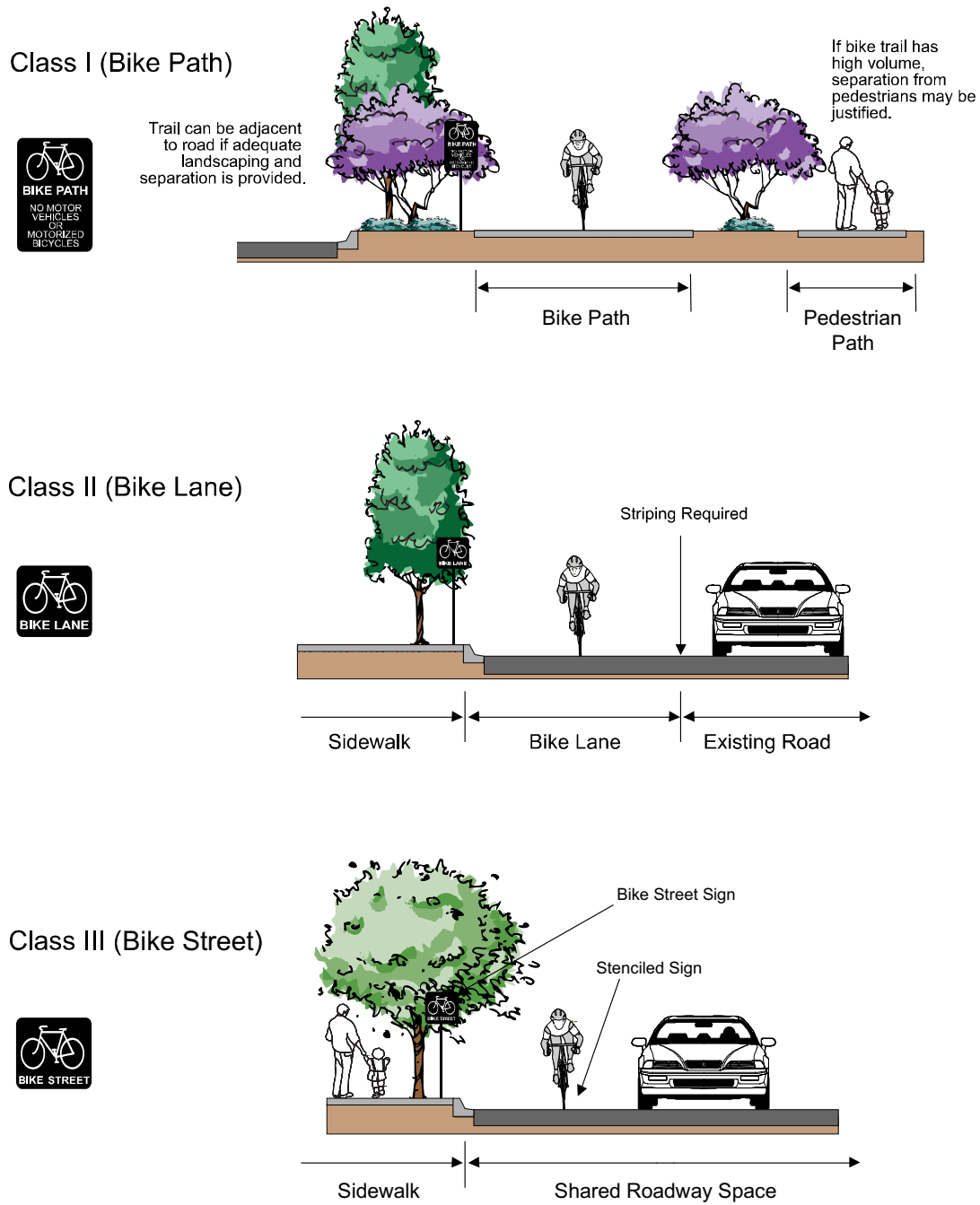


Bicycle Facility Types

Rancho Cucamonga recognizes three classes of bicycle routes: Class I - Bike Paths or Bike Trails, Class II - Bike Lanes, and Class III - Bike Streets. Figure CM-6 illustrates cross sections for each bicycle classification.

- **Class I - Bike Path or Bike Trail.** Class I facilities are bicycle trails or paths that are essentially off street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed. A Class I Bike Path may parallel a roadway (within the parkway) or may be a completely separate right-of-way that meanders through a neighborhood or along a flood control channel or utility right-of-way. Class I Bike Paths are encouraged in the master planning of large residential developments to provide convenient and safe access from housing to schools, parks, and nearby services.
- **Class II - Bike Lane.** Class II Bike Lanes can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a Bike Lane adjacent to a parking lane can be four feet in width. Bike Lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings.
- **Class III – Bike Street.** This is a street providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage – both by the side of the street and stenciled on the roadway surface – alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route. These streets are called “Bike Streets,” and are enhancements of the standard Class III Bike Route, which is only indicated by small wayside signs. Class III Bike Streets are identified in this Chapter in locations where Class II Bike Lanes are not feasible but when it is necessary to provide connections in the citywide bicycle network. The signage, both by the side of the street and on the street surface itself, will clearly identify such roadway sections as being on the bike network. Over time, streets designated as Class III should be improved to Class II Bike Lanes when and where it becomes feasible and where sufficient right-of-way exists.

Figure CM-6: Bicycle Cross Sections



See Figure CM-3 and Trail Implementation Plan for standards.

The Bicycle Plan

The Bicycle Plan shown in Figure CM-7 builds upon previous plans and on the success and popularity of the Pacific Electric Trail. The network's two key routes are cross-city bicycle trails. The east-west route will be the completed Pacific Electric Trail. North-south routes consist of two new trail systems implemented along Deer Creek Channel and Day Creek Channel. The existing north-south route along the Cucamonga Canyon Channel will be enhanced.

Other established or planned Class I Bike Paths include paths that run along the Cucamonga Channel and Demens Creek in the western part of the City, on Wilson Avenue and Etiwanda Avenue in the northeast, and within the Terra Vista community. These Class I Bike Paths will provide a backbone system for a supporting citywide system of Class II Bike Lanes and Class III Bike Streets.

Class II Bike Lanes will be provided on many streets. These bike lanes will provide connections from the Class I Bike Paths to many Rancho Cucamonga destinations. The Bicycle Plan provides for Class II facilities to be provided on virtually all of the principal and secondary travel corridors.

Class II Bike Lanes continue to be planned on Foothill Boulevard and Haven Avenue. However, these are also routes identified for Bus Rapid Transit, as well as being major traffic arteries and truck routes. As planning proceeds in the future for the Bus Rapid Transit corridors, it may not be possible or desirable to retain the bike lanes on these two streets. The Bicycle Plan provides various alternative and adjacent bike routes to Foothill Boulevard and Haven Avenue in the event that future conditions would preclude retaining the bike lanes on those streets – including Class II Bike Lanes on Arrow Highway and Church Street, a Class I Bike Path along the Deer Creek Channel, and a Class II/Class III Bike Lane/Street on Hermosa Avenue.

In the western part of the City, some streets are older and were built before bicycle lanes became popular; street width is inadequate to accommodate dedicated bike lanes. Thus, in certain locations, the Plan identifies Class III Bike Streets in locations where Class II Bike Lanes are not feasible.

The Trail Implementation Plan

The City has adopted a Trail Implementation Plan that addresses bicycle routes and hiking and riding trails. The Trails Advisory Committee reviews and recommends changes to the trails system. The Trail Implementation Plan:

- Provides a more detailed analysis of trail conditions and strategies to address bikeway issues.
- Includes preliminary cost estimates for bikeway construction.
- Identifies funding mechanisms for bikeway implementation.
- Defines the roles of various City departments in the implementation of the bikeway system.
- Addresses horseback riding and hiking trail issues.

Horseback riding and hiking trails are discussed in detail in the Community Services Chapter (Chapter 5).

Figure CM-7: Bicycle Plan

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Accommodating Pedestrians

The City promotes walking both as a means to reduce auto travel and as healthy exercise. The City has a well-developed system of pedestrian trails, including the popular Pacific Electric Trail. People also use the street-adjacent sidewalks for walking to and from destinations, and the City's streets should be pedestrian friendly to encourage walking as a viable alternative to driving for short trips. This is particularly important around commercial and employment centers and recreational destinations, where building and site design should facilitate pedestrian access.

Typical pedestrian enhancements and improved amenities on streets that serve as key pedestrian routes include adequate or wider sidewalks, street furniture, utility boxes that do not impede pedestrian movements, improved lighting, seating, enhanced landscaping, street trees for shade, and trash receptacles. At intersections or streets around schools with high or potentially high pedestrian volumes, key enhancements include distinctive sidewalk paving, wider crosswalks, pedestrian signage, and sidewalk bulbouts, where feasible.



This pedestrian crossing is well marked and provides a safety island in the middle of the street to ease crossings.

Walkability Improvements and Pedestrian Amenities

Rancho Cucamonga supports proactive integration of pedestrian-oriented improvements and amenities within the street system. These principles should also be applied to roadways within Rancho Cucamonga, where feasible and appropriate.

Sidewalks

All streets in residential neighborhoods in Rancho Cucamonga should have sidewalks or pathways. In addition to providing a basic transportation route, sidewalks and pathways create appealing public spaces that reflect community pride and invite people to walk.

Some streets in older neighborhoods are lacking completed sidewalks. Certain streets that were developed prior to incorporation never had sidewalks, and where some blocks have vacant lots, sidewalks are discontinuous. Sidewalks are typically desirable and required on both sides of the street, except in the rural/equestrian areas of the City, where sidewalks are required on only one side of the street, as defined in the Development Code.

In many cases, improvements to existing sidewalks, rather than new sidewalks, are needed for safety purposes. Curb ramps at intersections allow for easy accessibility on or off sidewalks for people with limited mobility and for strollers. The City will continue to construct curb ramps wherever needed to accommodate individuals with limited mobility, and require new development to provide sidewalks.

Landscaping and Street Trees

Appropriate and aesthetically pleasing landscaping welcomes users to walkways, and can provide a sense of calm as the user moves through the space. Street and shade tree canopies ensure that temperature-relieving shade encourages use even during the hottest times of the year.

Routes to Schools and Parks

Schools in Rancho Cucamonga were designed with the assumption that most students would walk. Some of Rancho Cucamonga's schools were also paired with neighborhood parks at the planning and design stage. Each of these characteristics presents opportunities to encourage sustainable pedestrian travel to these quality schools and parks.

However, trends indicate that many parents will continue to prefer using their cars to drop off and pick up children from school. Associated traffic results in unique congestion problems on local streets that were not designed to handle large, peak-hour loading queues.

Rancho Cucamonga seeks both to recapture the sustainable practices of walking and bicycling to and from schools and parks, and to reduce congestion in areas immediately surrounding these facilities. The City will work with the school districts to provide accessible pedestrian routes from surrounding neighborhoods to local schools.

Freight and Goods Movement

The efficient movement of goods and freight support the economic success of the City. The transportation system needs to respond to the needs of businesses to easily access regional routes, and to shopping centers to attract patrons with minimal driver agitation. The designation of truck routes and maintained rail lines and spurs are central to these needs.

Truck Routes

Truck routes through the community are adopted by ordinance and shown in Figure CM-8: Truck Routes. These truck routes identify the streets that trucks must use when traveling through the City, and when traveling from local destinations to/from the regional freeway system. Truck routes are limited to major and secondary arterials, and are designed to protect neighborhoods from the intrusion of truck traffic. All streets within the Industrial Area Specific Plan are also designated truck routes.

The City has also identified streets which cannot safely accommodate the operation of full-size trailers or semitrailers. These designated streets are signed to limit trucks to trailers or semitrailers with a 38-foot kingpin to axle distance or less. The designation of truck routes by ordinance allows the City to effectively manage truck traffic, minimize truck/auto conflicts, and optimally plan capital road improvements.

Freight Rail Lines

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. This is not a main freight line; both the Union Pacific and Burlington Northern Santa Fe Railway (BNSF Railway) main lines are located farther south. The line does not serve through-freight traffic except for occasional diversions when the main freight lines to the south are closed or restricted for limited periods. Freight traffic levels are very light, with only infrequent service to local industrial uses.

The line serves local freight traffic and switchers to various spur lines to industrial areas and lineside industries in south Rancho Cucamonga, including:

- A spur line between Archibald Avenue and Hermosa Avenue, with sidings to the south just east of Haven Avenue
- Spur tracks north of the tracks just west of Milliken Avenue
- Spurs to both the north and the south between Milliken Avenue and Rochester Avenue
- Spur tracks to the north between I-15 and Etiwanda Avenue

Due to the infrequent use of rail spurs by industrial businesses and a desire to minimize roadway and railroad crossings, the City supports closure/abandonment of railroad spurs. The City has not identified specific spur lines for closure, but will monitor use over time to determine when abandonment would best serve local land use and circulation objectives.

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 will be pursued to better accommodate truck traffic.

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Figure CM-8: Truck Routes

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Aviation

LA/Ontario International Airport

LA/Ontario International Airport is a medium-hub, full-service airport with commercial jet service to major U.S. cities and many international destinations. The airport, located in the City of Ontario, is approximately one mile from Rancho Cucamonga's southern boundary. It serves the growing passenger and cargo transportation needs of the Inland Empire. In 2008, over six million passengers departed from and arrived at the airport on over 124,000 commercial and general aviation flights. In addition, over 480,000 tons of freight moved through the airport. The proximity of these services benefits residents and businesses in Rancho Cucamonga and the region.

Although aircraft flight patterns fall within Rancho Cucamonga's boundaries, noise from aircraft is not a significant issue in the City. A portion of the Airport Influence Area, which are areas surrounding an airport that can be affected by airport operations, overlaps the City's southern boundary, generally along Church Street to Etiwanda Avenue. The Public Health and Safety Chapter discusses the requirements of the Airport Influence Area.

Related Transportation Plans

Many transportation issues are not specific to Rancho Cucamonga; the roads, freeways, transit network, bike routes, etc., extend into adjacent jurisdictions and regions beyond. The City, therefore, coordinates with adjacent cities and regional agencies such as SANBAG, the County of San Bernardino, Caltrans, and the Southern California Association of Governments (SCAG) on regional transportation issues, policies, and infrastructure development to ensure that Rancho Cucamonga benefits from appropriate regional transportation infrastructure improvements, and that such improvements do not negatively impact the City. Many of these organizations prepare transportation plans.

Regional Transportation Plan

The Regional Transportation Plan (RTP) is prepared by SCAG for the six-county SCAG region. This long-range transportation plan (approximately 30-year horizon) projects population and employment growth, and defines the vision and overall goals for the regional multi-modal transportation system. The RTP identifies future transportation infrastructure needs and defines planned multi-modal transportation improvements, including freeways, high-occupancy vehicle facilities, bus and rail transit, freight movement, and aviation. This plan therefore sets the framework for the regional transportation infrastructure system that serves Rancho Cucamonga.

Measure I 2010-2040 Strategic Plan

Measure I authorizes a half-cent sales tax in San Bernardino County for use exclusively on transportation improvement and traffic management programs. Originally approved by voters in November 1989, it was renewed in November 2004 and extended to run until March 2040. The Measure I 2010-2040 Strategic Plan is the official guide for the allocation and administration of the combination of local transportation sales tax, State and Federal transportation revenues, and private fair-share contributions to regional transportation facilities to fund delivery of the Measure I 2010-2040 transportation programs. The strategic plan identifies funding categories, allocations, and planned transportation improvement projects in the County for freeways, major and local arterials, bus and rail transit, and traffic management systems.

SANBAG Long-Range Transit Plan

SANBAG updates its Long-Range Transit Plan (LRTP) to address transit needs for an approximate 25-year horizon. The LRTP prioritizes goals and projects for transit growth. With the passage of SB375 by the State legislature in 2008, the LRTP has been modified to more closely tie land use and transportation planning strategies. The LRTP addresses countywide travel challenges and creates a system aimed to increase the role of transit in future travel choices. The LRTP anticipates that a premium transit service, such as rapid busses and rail modes, will offer solutions to future travel demands by providing competitive travel times and increased reliability, mobility, and accessibility. Premium transit will reduce dependence on cars, encourage community revitalization, and encourage more balanced transit-oriented land use development.

Congestion Management Program (CMP)

Proposition 111, passed in June 1990, provided additional transportation funding through an increase in the State gas tax. Included with the provision for additional transportation funding was a requirement to undertake a Congestion Management Program within each county with an urbanized area having a population of 50,000 or more, to be developed and adopted by a designated Congestion Management Agency (CMA). Within San Bernardino County, SANBAG is the designated CMA.

The Congestion Management Program process is essentially a monitoring process to analyze the impacts of on-going land use decisions made by local jurisdictions on regional transportation systems, including an assessment of improvements and costs to mitigate impacts. SANBAG implements the mitigation implementation of the CMP in San Bernardino County through its Development Mitigation Nexus Study, which is the basis for identifying fair-share contributions from new development for regional transportation improvements (freeway interchanges, railroad grade separations, and regional arterial highways).

In compliance with the Congestion Management Program, the City monitors intersection levels of service, requires new development to conduct traffic impact analysis, and has adopted a Transportation Demand Management (TDM) ordinance. The TDM ordinance requires new commercial, industrial, and Mixed Use developments estimated to employ 100 persons or more to implement actions to reduce vehicle trips. The City complies with the CMP requirement for mitigation participation through its Transportation Fee Schedule, adopted by the City in 2005, which is in compliance with the San Bernardino County Measure I Ordinance and the CMP Development Mitigation Program.

Community Mobility Issues

Key issues relative to community mobility are:

- **Incomplete Bicycle Network.** The Pacific Electric Trail provides bicycle connectivity through eastern and western residential neighborhoods in Rancho Cucamonga. There is a bicycle path along Cucamonga Canyon Channel that provides connectivity along the western area of the City. However, there are no completed north to south Class I Bicycle Paths in the central and eastern areas of the City. The City will continue to establish trails along utility corridors and drainage channels to provide the north and south connections. The grade increase toward the northern portion of the City can make bicycling difficult for the recreational cyclist.
- **Pedestrian Circulation.** Neighborhoods that either lack sidewalks or have sidewalks in poor condition create barriers for pedestrians.
- **Low-Density Residential Neighborhoods Cannot Support Transit.** Some of Rancho Cucamonga's low-density residential neighborhoods do not have the population density necessary to support regular and frequent transit service.
- **Reduce Vehicle Trips.** Reducing vehicle trips results in positive impacts on local air quality, traffic congestion, noise, and energy consumption. Methods to reduce vehicle trips involve the arrangement and density of land uses, the appropriate location of park-and-ride facilities adjacent to freeways, and offering other convenient modes of travel. Site planning techniques encouraged by the City's Planning Department include increasing residential densities near activity centers or commercial centers, providing convenient pedestrian and bicycle access to and within commercial/office developments, promoting high-speed internet access for home-office use, and various site planning techniques. Rancho Cucamonga has also taken a more direct approach through the adoption of a Transportation Demand Management Ordinance that establishes regulations aimed at trip reduction to be implemented for major employers and employment centers. The Ordinance covers provisions for on-site video conference facilities, pedestrian walkways connecting buildings with public sidewalks, shower facilities for those who walk or bicycle to work, priority parking for carpools/vanpools, and measures related to bicycle facilities.

Community Mobility Goals and Policies

GOAL CM-1: Provide an integrated and balanced multi-modal transportation network of Complete Streets to meet the needs of all users and transportation modes.

Policy CM-1.1: Provide a safe and efficient street system in the City to support mobility goals, all transportation modes, and the goals of the Managing Land Use, Community Design, and Historic Resources Chapter.



Discussion: The Managing Land Use, Community Design, and Historic Resources Chapter focuses on coordinating land use and transportation decisions. The Chapter also addresses pedestrian accommodations in land use planning.

Policy CM-1.2: Provide an integrated network of roadways that provides for convenient automobile, transit, bicycle, and pedestrian circulation movement around the City.



Discussion: This policy recognizes that not all streets need to serve all transportation modes, but that certain streets may also need to fully allow for the efficient and convenient use by travel modes other than the automobile.

Policy CM-1.3: Complete the circulation system by constructing new roadway facilities and freeway interchanges pursuant to the Circulation Plan (Figure CM-2).

Discussion: The Community Mobility Chapter plans for a new freeway interchange at I-15 and Arrow Highway. Roadway extensions will be completed in the northern Etiwanda area.

Policy CM-1.4: Provide access for seniors and those with physical disabilities in all elements of the transportation system.



Discussion: This is part of the Complete Streets Plan to ensure that all users have access to the transportation system, including access to transit and along pedestrian pathways and walkways.

Policy CM-1.5: Implement street design standards. Modified standards may be applied where appropriate on arterial corridors relating to transit, bicycle facilities, sidewalks, and on-street parking to be context sensitive to adjacent land uses and districts, and to all roadway users, including transit, bicycles, and pedestrians.



Discussion: This policy applies to both public and private roadways. Private roadways may be constructed with slightly reduced standards pursuant to the Development Code. The standards for various roadway types have been established to accommodate the forecast traffic volumes and functions of the existing and future roadways.

Policy CM-1.6: Pursue a railroad grade separation at Etiwanda Avenue and the BNSF Railway line.

Discussion: Grade separations currently exist at Haven and Milliken Avenues. Due to truck traffic associated with the southeast industrial area, the City supports creating a railroad grade separation at Etiwanda Avenue and the BNSF Railway line.

GOAL CM-2: Plan, implement, and operate transportation facilities to support healthy and sustainable community objectives.

Policy CM-2.1: Facilitate bicycling and walking citywide.



Discussion: The Community Mobility Chapter supports alternative transportation options, including bicycling and walking that are sustainable modes and contribute to a Healthy RC.

Policy CM-2.2: Encourage all feasible measures to reduce total vehicle miles traveled by automobiles, including enhanced transit access and land use approaches that provide compact and focused development along major transit corridors.



Discussion: Vehicle Miles Traveled (VMT) is the total number of miles driven by all vehicles within a given time period and geographic area. VMT can be significantly reduced by the following land use and transportation attributes: placing new development in already developed areas; higher residential densities; providing a variety of walking-distance destinations; convenient bicycle options; and frequent, reliable, and comfortable transit service.

Policy CM-2.3: Support the use of hybrid, electric, and low/zero emission vehicles.



Discussion: Most automobiles produce pollutants that are harmful to health and the environment, including hydrocarbons, carbon monoxide, nitrogen oxides, carbon dioxide, and particulates. Supporting the use of hybrid, electric, and low/zero emission vehicles can reduce these pollutants and move toward better air quality.

Policy CM-2.4: Replace City vehicles with energy-efficient and alternative fuel source models when replacing vehicles or adding to the City's fleet.



Discussion: Rancho Cucamonga has committed to replacing existing City vehicles with new energy/or fuel efficient models. The City, has already purchased hybrid vehicles and plans to acquire additional vehicles. The City is also working on replacing diesel-powered vehicles with compressed natural gas (CNG) vehicles, including street sweepers, dump trucks, heavy trucks, fire equipment, and tractors.

Policy CM-2.5: Establish priority parking locations for hybrid, electric, and low/zero emission, and alternative fuel vehicles.



Discussion: Providing incentives for hybrid, electric, and low/zero emission, and alternative fuel vehicles can help increase their use.

Policy CM-2.6: Accommodate charging and fueling stations for alternative fuel vehicles, and put forth strong efforts to have charging facilities provided at employment centers.



Discussion: As a shift in the automobile industry pushes toward alternative fuel vehicles powered by ethanol, biodiesel, natural gas, hydrogen, and electricity, Rancho Cucamonga will look to accommodate these different types of technologies as they emerge in popularity and effectiveness.

Policy CM-2.7: Require new developments of more than 100 employees (per building or per tenant/company) to develop Transportation Demand Management programs to minimize automobile trips and to encourage use of transit, ridesharing, bicycling, and walking.



Discussion: Transportation Demand Management programs are aimed at reducing auto driver trips through the use of other modes, and thereby achieving a more balanced transportation system and reducing vehicular emissions.

Policy CM-2.8: Support the installation of high-speed communications infrastructure to facilitate the ability of residents to work at home.



Encourage private sector development to complete a fiber optic network and other advance technologies that provide high-speed data sharing.

GOAL CM-3: Provide a transportation system that includes connected transit, bicycle, and pedestrian networks.

Policy CM-3.1: Consult with regional transit operators to maintain and improve the coverage and frequency of transit service in the City.



Discussion: Continue to work with Omnitrans, Metrolink, and other transit providers to increase access to the public transit network. The outcome should be a system that provides a true alternative to single-occupant vehicles.

Policy CM-3.2: Support Omnitrans' expansion of Bus Rapid Transit (BRT) into Rancho Cucamonga, along Foothill Boulevard, with stops at all major north-south streets, and with direct routing via Victoria Gardens.



Discussion: Foothill Boulevard is an ideal corridor to expand BRT services. Many of the City's higher residential densities and major commercial retail centers are located on or near Foothill Boulevard. This corridor connects many regional destinations located throughout San Bernardino County. This General Plan envisions additional Mixed Use development along Foothill Boulevard and supports creating a more pedestrian-friendly environment for this corridor.

Policy CM-3.3: Provide local transit circulator service in the City to serve local neighborhoods, Victoria Gardens, the Metrolink Station, the Civic Center, Central Park, and key destinations.



Discussion: Rancho Cucamonga's low-density residential neighborhoods may not be able to support regular and frequent bus services. However, a local transit circulator service may be able provide transit services for local needs that can connect residents to and from important destinations in the City.

Policy CM-3.4: Consult with Omnitrans to establish and maintain transit hubs at Victoria Gardens, Chaffey College, the Metrolink Station, and other locations as appropriate to facilitate use of transit and transfers between transit services.



Discussion: Victoria Gardens, Chaffey College, and the Metrolink Station are some of the major activity centers in Rancho Cucamonga that can support transit services.

Policy CM-3.5: Consider and evaluate the relocation of Metrolink Station to Haven Avenue to provide improved connections to transit and to support planned transit-oriented land uses along Haven Avenue.

Discussion: Rancho Cucamonga is focusing on developing Haven Avenue, south of Foothill Boulevard, as the City's office corridor district, potentially creating a large employment center. This General Plan also establishes Haven Avenue as a planned Primary Transit Corridor, with Chaffey College serving as a Transit Center. Haven Avenue also connects to the LA/Ontario International Airport. Based on this direction, it would be more convenient to have the Metrolink Station located on Haven Avenue to better serve existing and future transit services, and to be accessible to a greater employment population. If funding were to become available and the technical logistics of moving the station to Haven Avenue were to become realistic and feasible, Rancho Cucamonga would support moving the station.

Policy CM-3.6: In addition to requiring private development to provide transit amenities, consult with regional transit operators to provide attractive and convenient bus stops, including shade/weather protection, seats, transit information, and bus shelters as appropriate.

Discussion: Providing transit amenities will provide a more pleasurable experience for transit riders and encourage new users.

Policy CM-3.7: Continue to develop and maintain a citywide bicycle network of off-street bike paths, on-street bike lanes, and bike streets to provide connections between neighborhoods, schools, parks, civic center/facilities, recreational facilities, and major commercial centers.



Discussion: The Bikeways Plan, Figure CM-6, will be the basis for implementing a system of Class I, Class II, and Class III bike paths. The Trails Implementation Plan will be updated to maintain consistency with the General Plan.

Policy CM-3.8: Continue to encourage the provision of bicycle facilities, such as bicycle lockers and secure bike parking, throughout the City.



Discussion: Bike racks and lockers should be encouraged at major activity centers, including parks, schools, community centers, shopping centers, libraries, major employers, major transit stations, and other similar areas.

Policy CM-3.9: Identify and implement a dedicated funding source for implementation and completion of the bicycle network as identified in the Bicycle Plan.

Discussion: The creation of an integrated, complete bicycle network is an important step toward the creation of mobility options for residents and workers. Pursuing a stable funding source will make this vision possible.

Policy CM-3.10: Continue to complete the installation of sidewalks and require new development to provide sidewalks.



Discussion: The Development Code and Standard Drawings establish the standards for the provision of sidewalks along roadways. Sidewalk width standards vary depending on their location and design, but must be a minimum of four feet wide. Sidewalks are typically required on both sides of the street, except in the rural/equestrian areas of the City north of Highland Avenue where sidewalks are required on only one side of the street, as defined in the Development Code. Locating utilities within sidewalks should be avoided so that pedestrian travel is uninhibited. Sidewalks must be accessible by the elderly and disabled, in accordance with the Americans with Disabilities Act.

Policy CM-3.11: Continue to require pedestrian amenities on sidewalks on major streets that are key pedestrian routes, including the provision of benches, shade trees, and trash cans.

Discussion: One of the best ways to encourage use of public transit systems is to make the wait as comfortable as possible. This can be done through the use of adequate and appropriate station design, street furniture, and other pedestrian amenities. These amenities have the additional benefit of creating a sense of place for the users.

Policy CM-3.12: Continue to require that the siting and architectural design of new development promotes safety, pedestrian-friendly design, and access to transit facilities.



Discussion: Rancho Cucamonga will continue to ensure that project site planning incorporates the needs of the pedestrian by providing designated walkways from parking lots to buildings, between buildings, and to adjacent uses where appropriate.

Policy CM-3.13: Establish a number of bike hubs in the City (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes) at key transit nodes and at commercial nodes.



Discussion: Transit systems with clear destinations where people really want to go are the ones that are most successful. The identification of bike hubs will allow the City to prioritize the use of limited funds for amenities to enhance the overall system and increase usage.

Policy CM-3.14: Enhance pedestrian and bicycle access to local and regional transit, including facilitating connections to transit.



Discussion: Bike racks and lockers at transit stations and bike racks on busses allow bicyclists to connect to bus and rail services, increasing mobility. Pedestrian walkways and shortcuts that connect to transit stops can increase transit use.

Policy CM-3.15: Coordinate the provision of the non-motorized networks (bicycle and pedestrian) with adjacent jurisdictions to maximize sub-regional connectivity.



Discussion: The Pacific Electric Trail is planned to connect with neighboring jurisdictions, including Fontana, Rialto, Upland, and Claremont. Planned bike paths along Deer Creek and Cucamonga Channel are intended to connect to bicycle facilities in Ontario.

Policy CM-3.16: Establish fixed-route local circulator bus service connecting major activity centers.



Discussion: To enhance pedestrian access, a local fixed-route circulator system would benefit older adults, teens, and others, helping them to get to major activity centers.

GOAL CM-4: Maximize the operational efficiency of the street system.

Policy CM-4.1: Continue to implement traffic management and traffic signal operation measures along the arterial roadway to minimize delay and congestion for all modes, without adversely impacting transit, bicycles, and pedestrians.

Discussion: The City will provide traffic management and traffic signal operation measures and promote safe and efficient traffic signal timing at all existing signalized intersections. Maximizing traffic flow efficiencies at major intersections decreases congestion on roadways.

Policy CM-4.2: Continue to design and operate arterials and intersections for the safe operation of all modes of transportation, including transit, bicyclists, and pedestrians.

Discussion: If users do not feel safe, they will not take advantage of alternative transit systems. With Rancho Cucamonga's wide streets and high speed traffic flows on certain streets, it is especially important to be aware of the potential harm that could come to transit riders, bicyclists, and pedestrians.

Policy CM-4.3: Continue to implement Intelligent Transportation System (ITS) measures and advanced traffic management technologies where appropriate.

Discussion: Intelligent Transportation Systems involve applying the latest technologies in computers, electronics, and communications to improve the management and operation of the transportation system in the City. This can include the monitoring and control of traffic signal operations to better manage traffic flow on major arterials, which leads to improved incident and special event response times, improved traffic operations and safety, and reduced vehicle emissions.

Policy CM-4.4: Maintain the City's transportation infrastructure in good condition; develop and maintain adequate funding sources for its ongoing maintenance and upkeep.

Discussion: Maintaining the City's transportation infrastructure is costly. However, ignoring ongoing improvements can be costlier in the long run.

GOAL CM-5: Require that new development mitigate transportation impacts and contribute to the improvement of the City's transportation system.

Policy CM-5.1: Continue to require that new development participates in the cost of transportation mitigation and improvements necessitated by new development, including non-automobile solutions.

Discussion: The mitigation of traffic is a responsibility that is shared by all new development. Working with developers to fully integrate all modes of transit is a proper step in that direction.

Policy CM-5.2: **Require evaluation of potential traffic and transportation impacts associated with new development prior to project approval, and require adequate mitigation measures, including non-automobile solutions prior to, or concurrent with, project development.**

Discussion: Traffic impacts associated with new development are evaluated pursuant to the California Environmental Quality Act (CEQA). Mitigation measures are based on the roadway and intersection improvements required to support the development based on the roadway standards and Level of Service standards established in the General Plan. For projects impacting a roadway or intersection identified by the Congestion Management Program (CMP) in this portion of San Bernardino County, the traffic analysis must be prepared according to the guidelines adopted by SANBAG. Mitigation will be designed to address Level of Service problems before they actually occur, pursuant to the Level of Service Standards adopted in this General Plan. Impacts beyond the boundaries of this General Plan may result in negotiations with other jurisdictions to bring roadways/intersections into conformance with the CMP.

Policy CM-5.3: **Require that new and substantially renovated office, retail, industrial, and multi-family developments implement transit amenities, including bus turnouts, transit shelters, and other streetscape elements, as appropriate.**

Discussion: As Rancho Cucamonga moves toward more transit options for both residents and employees, it is important to provide transit amenities in advance. Transit amenities should be focused on all transit routes, particularly along primary and secondary transit corridors.

Policy CM-5.4: **Require that new and substantially renovated office, retail, industrial, institutional and multi-family developments include bicycle and pedestrian amenities on site and/or in the vicinity of the development to facilitate bicycling and walking, including on-site bike paths where appropriate, secure off-street bicycle parking, sidewalk improvements, and benches. The City will encourage such developments to provide bicycle facilities including showers and changing rooms.**

Discussion: To encourage residents to bicycle to work, businesses must provide amenities and programs to make bicycling more convenient. Amenities can include shower units and bicycle lockers or racks. Businesses can initiate incentive programs that make biking to work more attractive to employees.



Policy CM-5.5: Allow shared parking between land uses where feasible and appropriate, and encourage “park-ounce” strategies to facilitate the efficient use of parking resources.

Discussion: The shared parking concept provides for parking spaces that are shared by more than one user, which allows parking facilities to be used more efficiently. Shared parking assumes that most parking spaces are only used part time by a particular motorist or group, and many parking facilities have a significant portion of unused space, with utilization patterns that follow predictable daily, weekly, and annual cycles.

Policy CM-5.6: Evaluate proposed parking and circulation plans for new school sites, and coordinate with school districts to provide for safe pedestrian, bicycle, and vehicular access to and around schools.

Discussion: The City recognizes the importance of proper planning for safe pedestrian, bicycle, and vehicular access to schools. The City may also seek to consult with local school districts to establish standards for parking and access controls that can be applied to future school sites.

GOAL CM-6: Coordinate with other jurisdictions on regional transportation issues.

Policy CM-6.1: Actively pursue Federal, State, and regional funds for local and regional roadway improvements.

Discussion: Rancho Cucamonga will remain a leader within the region and continue to seek appropriate resources to enhance its mobility network.

Policy CM-6.2: Support appropriate regional plans for high-occupancy vehicle lanes, Bus Rapid Transit and express bus, rail transit, and high-speed rail, provided it does not negatively impact the City.

Discussion: Throughout the Inland Empire, the population is expected to grow. Growth will be followed by increased traffic congestion, which may have impacts on economic growth. Providing safe, dependable alternative forms of transit is consistent with a maturing City.

Policy CM-6.3: Maintain consistency with the South Coast Air Quality Management District air quality mandates, SANBAG’s Congestion Management and Nexus Programs, and SCAG’s Regional Mobility Plan requirements.



Discussion: As the reduction of greenhouse gas emissions becomes a driving force in the region, it is to the economic benefit of Rancho Cucamonga to demonstrate leadership on this issue.

Policy CM-6.4: **Require the provision of appropriate mitigation of traffic impacts in surrounding communities resulting from development in Rancho Cucamonga. Work with surrounding communities to ensure that traffic impacts in Rancho Cucamonga resulting from development outside the City are adequately mitigated.**

Discussion: Rancho Cucamonga must work closely with neighboring jurisdictions to address regional and local mobility issues. Consultation and coordination during the development review process can avert future traffic issues.

Policy CM-6.5: **Consult with Caltrans, SCAG, the South Coast Air Quality Management District, SANBAG, Omnitrans, San Bernardino County, and the cities of Upland, Fontana, Ontario, and Montclair to coordinate regional transportation facilities, and to pursue Federal, State, and regional funds for local and regional traffic improvements.**

Discussion: Many transportation projects are funded and implemented by regional planning agencies. It is important that Rancho Cucamonga consult with these agencies so that they can participate and be involved with such large-scale transportation projects that directly affect the City. Also, adjacent cities' transportation projects can directly impact the street system in Rancho Cucamonga.

GOAL CM-7: Maintain an efficient and safe network of goods and freight movement that supports the needs of the business community.

Policy CM-7.1: Continue to maintain a truck circulation system that defines truck routes, directs the movement of trucks safely along major roadways, and minimizes truck travel on local and collector streets.

Discussion: Trucking-related land uses, such as distribution centers and warehouses, are located in the industrial areas of the City, with immediate access to major roadways and freeways. Southwestern Rancho Cucamonga does contain several areas where residential neighborhoods are in close proximity to industrial uses. To maintain safety, it is important to enforce truck routes near residential neighborhoods.

Policy CM-7.2: Support the abandonment of railroad spurs that no longer serve industrial-support services.

Discussion: Existing conditions, new development, traffic, and other conditions may necessitate the need to have use of one or more railroad spurs cease. Abandonment will be examined on a case-by-case basis.

GOAL CM-8: Balance support of the benefits of LA/Ontario International Airport with the City's desire to minimize impacts of aircraft operations on Rancho Cucamonga.

Policy CM-8.1: Support regional transit options that improve access between Rancho Cucamonga and LA/Ontario International Airport.

Discussion: The proximity of the LA/Ontario International Airport to Rancho Cucamonga benefits residents and businesses. It is important to support transportation options that connect the City and the airport. Connecting the airport with transit service and potentially the Gold Line light rail system would provide valuable transportation options.

Policy CM-8.2: Consult with LA/Ontario International Airport officials to minimize noise, safety, and land use impacts on Rancho Cucamonga.

Discussion: Airport planning efforts can directly impact Rancho Cucamonga due to the proximity of the runways. The Airport Influence Area extends into Rancho Cucamonga. Rancho Cucamonga staff should consult with the LA/Ontario International Airport and the City of Ontario to ensure that aircraft operation impacts are minimized.

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Chapter 4: Economic Development

R A N C H O C U C A M O N G A G E N E R A L P L A N

Introduction

A healthy local economy is one that is home to diversified businesses and industries that serve local and regional needs, and one that supports a highly trained and educated workforce. To create and sustain a healthy and diverse economy, a city must have the support systems that attract businesses: a variety of available housing and mobility options, a high level of community amenities, and adequate infrastructure to serve technologically advanced businesses. With these vital elements in place, Rancho Cucamonga can attract, retain, and facilitate growth of local businesses, which in turn will allow the City to remain fiscally sound and thus able to continue providing high levels of public services and many community programs.

In the last few decades, Rancho Cucamonga has grown from a relatively small, agricultural town into a City with a skilled workforce, a strong manufacturing sector, growing employment in service industries, and little remaining vacant land. Historic and current land use policies have shaped the City into an economically diverse, relatively affluent, and well-educated community. Moving forward, Rancho Cucamonga will need to seek out commercial and industrial infill and revitalization opportunities, and attract professional and “green” technology employers to continue its economic expansion and diversification. The City will face the additional issues of increasing transportation costs and a growing desire among local residents to continue to create a vibrant, diversified local economy.

Chapter 4: Economic Development

This Chapter includes the following sections:

- Economic Overview
- Redevelopment and Investment
- Diverse and Sustainable Economic Base
- Long-Term Fiscal Sustainability
- Quality of Life

Achieving Our Vision

Rancho Cucamonga is a premier City in the Inland Empire. The many businesses in the community provide numerous opportunities for local residents to also work here. The City's economic development strategies—in addition to creating locational advantages for employment and commerce—have provided a sound financial foundation for the provision of quality public services. Rancho Cucamonga's economy is diverse and healthy in both the industrial and commercial economic sectors, and includes an expanding number of knowledge-based businesses that take advantage of both location and an educated work force. These factors combine to create an attractive, well-planned, highly mobile, and engaged community that continues to attract new businesses.

The City of Rancho Cucamonga's vision for economic development is reflected in the following Spirit of Rancho Cucamonga Guiding Principles:

The Spirit of Family

- Our economic development priorities are to support individuals and families by providing high-quality services and facilities.

The Spirit of Innovation and Enterprise

- We are a business-friendly community. We are committed to a fair, entrepreneurial, and successful structure of fees, assessments, and community contributions which provide the funding for the City governance, public safety, and the development and maintenance of quality infrastructure, recreational programs, and open space-related facilities.
- We emphasize development of a balanced, integrated, multi-modal circulation system which includes sidewalks, bikeways, streets, equestrian and hiking trails and mass transit. The system is efficient and safe, and connects neighborhoods to jobs, shopping, services, and active and passive open space.
- We maximize the industrial economic development power of our rail and highway connections. The Foothill Boulevard, State Route 210 (SR-210), and Interstate 15 (I-15) corridors are the core of our commercial development and provide both jobs for our families and revenues for our community services. Our economic base maintains a mix of cultural, residential, industrial, and local and regional commercial uses with stable development.
- As we mature as a City, infill development will maintain our high standards and will complement existing development.

The Spirit of Leadership

- The City promotes a balanced approach towards development that pays attention to long-term economic strength and fiscal responsibility. A sustainable economy requires a diversified employment and fiscal base. We take pride in the fiscal soundness enjoyed by our City as a result of solid development decisions, prudent financial management, and a strong commitment by residents to add value through their efforts.

The Spirit of Tomorrow

- We recognize there is an interdependent relationship between an educated citizenry, economic development, and a thriving community.

Economic Overview

As one of the last cities in southwestern San Bernardino County to urbanize, Rancho Cucamonga's early landscape was dominated by citrus farms and vineyards. Although some vineyards remain today, Rancho Cucamonga's agricultural landscape was replaced largely with single-family residential neighborhoods and commercial and industrial development in the 1980s and 1990s. At that time, new residents and industries were drawn to the City by the low cost of land. Manufacturing and warehousing companies were particularly attracted by Rancho Cucamonga's easy freeway and rail access to the ports and coastal counties. These industries dominated the local economy for two decades, but beginning in the late 1990s, regional-serving retail and office-based industries have become integral to the Rancho Cucamonga economy. Major development milestones include:

- Extension of the SR-210 freeway, completed in 2002
- The success of Victoria Gardens, a regional-serving lifestyle shopping center, initiated in 2004
- Construction of the Epicenter sports complex (1992) and Central Park (first phase completed in 2005)
- Significant new housing and office construction between 2002-2006

Whereas many Inland Empire communities developed in the mid-twentieth century, Rancho Cucamonga's most significant non-housing growth occurred starting in the mid-1980s, continued through the 1990s well into the early 2000s. As a result, Rancho Cucamonga's economy has diversified rapidly, and developed with less dependency on workers commuting great distances to jobs centers and better integration with the economies of surrounding cities.

Redevelopment and Investment

Redevelopment is a process created by the State of California to assist local governments in eliminating blight and revitalizing specific areas. Redevelopment provides communities with a funding mechanism to make infrastructure improvements, acquire property, and support new development and rehabilitation. A portion of redevelopment funds must also be used to promote affordable housing opportunities in the City.

Since its formation in 1981, the Rancho Cucamonga Redevelopment Agency has conducted an aggressive effort to eliminate blight in the City. Rancho Cucamonga's redevelopment plan has contributed to the City's success in attracting quality jobs and new commercial development, and creating affordable housing. The Agency proactively seeks desirable new businesses and development that will provide employment and revenue for the community.

The Redevelopment Project Area encompasses approximately 8,500 acres of land generally located in the central and eastern portion of the City, between the SR-210 Freeway and 4th Street (Figure ED-1). Through the Agency's assistance in the construction of major infrastructure improvements, the economic strength of the project area has been enhanced.

Diverse and Sustainable Economic Base

Since incorporation in 1977, Rancho Cucamonga has placed a high priority on ensuring that local residents have access to a diverse local job base. As a result, the City enjoys some of the healthiest manufacturing, office, and retail job concentrations in the region.

Many cities seek to achieve a healthy jobs-housing balance, which allows residents to enjoy shorter, less congested commutes by living close to their place of work. While many suburban communities are unable to achieve this balance as they lack a major concentration of jobs, Rancho Cucamonga has achieved a nearly equal balance between job growth and housing growth. The ratio of jobs to employed residents in Rancho Cucamonga has increased over the years. In 2007, there were 0.84 jobs for each employed resident which represents a 20 percent increase since 2001 when there were 0.70 jobs for each resident.

However, this does not necessarily mean that City residents are employed in businesses located in Rancho Cucamonga. To achieve a high proportion of people both living and working in the City (and the quality of life afforded by this opportunity), the City endeavors to match the types of jobs and land uses with the skill levels and career aspirations of our residents.

Between 1990 and 2000, the share of residents who worked in Rancho Cucamonga increased to 23 percent, and almost two-thirds of local residents worked someplace in San Bernardino County. Businesses in Rancho Cucamonga draw most of their employees from the counties of San Bernardino, Riverside, and eastern parts of Los Angeles, and particularly from cities just to the south and east of Rancho Cucamonga, including Ontario, Fontana, Rialto, San Bernardino, and Riverside.

Workforce Characteristics

San Bernardino County has long been one of the fastest growing counties in the nation. As one of the newest cities in the county, Rancho Cucamonga has seen its population and housing stock grow significantly faster than the county rates over the last several decades. Between 2000 and 2009, the City's population increased 40 percent (from approximately 127,700 residents to about 179,200), while the county as a whole grew 21 percent.

As Rancho Cucamonga's population has grown, it has also become increasingly diverse, with rapid growth among the Latino population. In response to the needs of the population, the housing stock has also grown increasingly diverse. While owner-occupied, single-family homes dominate the City's landscape, the number of multi-units has expanded, reflecting not only the diversifying population but also Rancho Cucamonga's policy of encouraging construction of apartments and condominiums to serve young professionals and older adults.

Rancho Cucamonga has a larger share of families and highly educated, upper-income residents than the county at large. In 2008, approximately 23 percent of Rancho Cucamonga's population over the age of 25 had attained a Bachelor's degree or higher, compared to 16 percent in the county, and the City's 2008 median income of \$76,379 was 45 percent higher than county median.

Most of Rancho Cucamonga's residents are employed in office-based jobs in industries that include education, health and social services, finance, insurance, and real estate. A significant number of residents have jobs in the retail, manufacturing, and construction industries.

The high level of educational attainment among residents often makes residents more closely qualified for office-based jobs than for the core manufacturing, retail, and support jobs that dominate the City’s local economy. While Rancho Cucamonga has a growing share of the regional jobs in office-based sectors that require a bachelor’s degree or higher, we must take into account that many of the City’s residents tend to work in more highly skilled, service-oriented positions than the local economy currently offers (Table ED-1).

Table ED-1: Top Industries in Rancho Cucamonga versus Top Industries Where Residents Work

Top 5 Industries in Rancho Cucamonga	Top 5 Industries Where Rancho Cucamonga Residents Work
1. Manufacturing (15%)	1. Educational, health, and social services (21%)
2. Retail (13%)	2. Retail (13%)
3. Administrative, support, waste management, and remediation services (11%)	3. Manufacturing (13%)
4. Accommodation, food services, art, entertainment and recreation (10%)	4. Finance, insurance, and real estate (8%)
5. Construction (8%)	5. Construction (6%)

Source: California Employment Development Department, 2007; U.S. Census, 2000; Strategic Economics, 2008.

The strong presence of manufacturing and industrial jobs in Rancho Cucamonga is nonetheless a critical and much desired component of the City’s economy. Manufacturing jobs tend to offer a median wage for workers who do not have formal education beyond a high school degree, and requirements for long-term on-the-job training offer workers job stability and room for upward mobility.

Land Uses and the Economy

In 2007, Rancho Cucamonga accommodated over 63,000 jobs, or approximately five percent of the Inland Empire’s¹ economy. Since 2001, the City’s economy has grown by 38 percent, compared with an increase of 22 percent in the Inland Empire. Although early economic growth in the Inland Empire was fueled by the warehousing and logistics industries, Rancho Cucamonga has demonstrated an ability to attract a wider range of industry types, including heavy and light industrial, office, and retail.

Industrial

Rancho Cucamonga offers a highly competitive location for manufacturing and industrial businesses. Warehousing and manufacturing users find the City’s accessibility to major population centers in the Los Angeles region to be a significant advantage; warehousing users in particular take advantage of proximity to the ports of Los Angeles and Long Beach via rail and freeways. This locational advantage may be slightly compromised by rising land costs, but increases in gas prices and other transportation costs will boost Rancho Cucamonga’s competitiveness over lower-priced areas to the north and east. As a result, there may increasingly be situations where local industrial employers want to expand, but to do so could require

¹ For the purposes of this analysis, the Inland Empire includes San Bernardino and Riverside Counties.

modification of the City's parking regulations and a reduction of available large land parcels. Also, competition for relatively less expensive industrial properties (relative to commercial lands) by large-scale churches and similar community service uses could begin to diminish the inventory of land for industrial enterprises. In addition, non-industrial uses in industrial districts give rise to complaints (by the non-industrial users) of traffic, noise, and smells. With growing competition for large industrial parcels, the City will need to reevaluate its policies and regulations pertaining to land uses in industrial areas to avoid future land use conflicts.



Industrial use, located south of Foothill Boulevard and east of Milliken Avenue

The City has updated its industrial zoning regulations to better recognize the needs of different industries. However, brokers and businesses interviewed as part of the General Plan Update process cited regulatory requirements as a barrier to industrial development and expansion; therefore, the City will continue to pursue strategies to address this issue. Should it prove challenging in the future to encourage key manufacturing businesses to move to, expand, or stay in Rancho Cucamonga, the City may need to conduct additional reviews of its parking regulations, noise ordinances, wastewater discharge, circulatory, and mixed-use office/industrial zoning regulations.

Office

While manufacturing continues to dominate the employment base in Rancho Cucamonga, office, retail, and housing developments have established a more diverse local economy, which will create greater economic stability in the long run. Prior to the economic downturn of 2007-2010, growth among office-based industries was rapid as firms relocated to take advantage of the concentration of highly educated residents in Rancho Cucamonga.

Rancho Cucamonga anticipates significant growth among office-based industry groups as relatively new Class A office space becomes occupied. One of the key issues for the City is to ensure that this space can attract the widest range of office tenants to support continued diversification of the local economy. The City will endeavor to pursue growth in front-office operations in industries such as finance, insurance, and information, and continue to encourage growth in the healthcare industry.

Finally, with its highly educated labor force, wonderful public amenities, shopping opportunities, and relatively low cost of living, Rancho Cucamonga has distinct advantages that will allow it to attract a greater share of the knowledge-based

Economic Development

industry group, or creative class,² to locate new businesses here. To enhance the amenities that will draw these types of jobs, City economic goals include expansion of the local retail base to include more dining and shopping options in the Haven Avenue Overlay District area. The City should also closely monitor new office space near Victoria Gardens to determine whether this area is successful in attracting knowledge-based office users who place a high priority on quality-of-life amenities such as nearby dining, shopping, and residential opportunities.

Retail

Rancho Cucamonga's retail shopping areas are organized along three main corridors: Foothill Boulevard, Base Line Road, and SR-210. Shopping centers in the southern and western parts of the City were built in the late 1970s and 1980s to serve the immediate surrounding neighborhoods that were built around the same time. Commercial development to the east, on the other hand, occurred later and has been designed to serve the region's burgeoning, increasingly upper income population. The proximity of I-15 and the large parcels available on Foothill Boulevard helped drive the construction of a number of large, regional-serving shopping centers during the 1990s and 2000s. Victoria Gardens and the surrounding centers and big-box developments represent the latest wave of this trend, targeting an increasingly affluent market sector in the Inland Empire with a variety of goods in a lifestyle setting.

Victoria Gardens offers a unique "lifestyle" shopping experience.



The dispersed nature of retail centers throughout Rancho Cucamonga offers opportunity to move toward the Healthy City objectives established by this General Plan, and to create high-quality work environments for local businesses. To achieve the vision of a City where nearly all local residents can bike, walk, or take transit for daily shopping needs, the scattered neighborhood shopping centers along Base Line

² In Richard Florida's book *The Rise of the Creative Class: And How It is Transforming Work, Leisure, Community and Everyday Life* (2002), a particular socioeconomic class of worker, defined as the "creative class," are those who seek "active participation and experiential activities that are multidimensional" and "a teeming blend of cafes, sidewalk musicians, and small galleries and bistros, where it is hard to draw the line between participant and observer, or between creativity and its creators".

Road and north-south corridors such as Haven Avenue will need to expand the range of goods and services desired by local neighborhood residents. A safe and well-marked street environment will be needed to encourage bicycling and walking, especially for residents who need to cross SR-210 to access the neighborhood-serving retail nodes in northern Rancho Cucamonga. One way to use targeted development as a catalyst would be the addition of more dining options near the Haven Avenue office corridor, as allowed by the Haven Avenue Overlay District. This will create a significant amenity that will draw knowledge-based industries to this new space.

Residential

Demographic projections and the labor force needs of local employers suggest a future demand for new housing for diverse household compositions: single persons, young couples with no or very small children, and older adults looking to downsize from their suburban homes. Developers can respond to demands that are different from Rancho Cucamonga's traditional single-family neighborhoods through General Plan and zoning opportunities that allow construction of condominiums, apartments, compact and clustered detached housing, and townhomes. With a greater diversity of housing options, the City will be able to accommodate a resident workforce that meets the needs of local firms. Specifically, more workforce housing located near transit stops, the Metrolink station, and the proposed Bus Rapid Transit (BRT) line will be particularly critical to attract new residents that work in the local manufacturing and warehousing companies. Young professionals in office-based industries may prefer condominiums and apartments rather than detached housing on lots that require weekend time for maintenance and care. Higher-density attached housing types and mixed-use development along corridors will help stimulate underperforming commercial nodes and corridors, west Foothill Boulevard in particular.

Long-Term Fiscal Sustainability

To maintain the high quality of life and community amenities that residents expect, Rancho Cucamonga will need to continue its good fiscal management and maintain consistent revenue sources to fund City services. The General Fund, which provides the most significant source of revenue for local services and improvements, is funded largely by the dollars generated by the City's economic base and revenue structure (sales tax and property tax). Future development creates new opportunities to enhance and diversify the City's revenue stream, and to provide resilience through future economic cycles.

Rancho Cucamonga's taxable retail sales have increased dramatically over time, growing by 117 percent between 1998 and 2007. Most of this growth took place between 2003 and 2005, driven by the development of Victoria Gardens and several other major regional retailers, and by rapid population and housing growth.

As a result of this rapid growth, Rancho Cucamonga's total taxable retail sales are the fourth highest in San Bernardino County. However, in per capita terms, the City's taxable retail sales were about average compared to other cities in the county (2006 data). This is largely because the City lacks the automobile dealerships that have historically represented the greatest sales tax contributors in other cities.³ Instead, the City's retailers serve an increasingly high-end local and regional residential

³ *The significant upheaval in the U.S. auto market in 2008-2009 caused many auto-sales dependent cities to experience dramatic decreases in sales tax revenues, indicating the dangers of relying heavily on a particular economy, and especially one that can be slow to recover from economic crises. Cities, like individual investors, benefit from diversification.*

market, showing competitive sales performance in apparel, general merchandise, and home furnishings compared to its neighbors. With the development and continued expansion of Victoria Gardens, Rancho Cucamonga is becoming the premier location in the Inland Empire for high-end retail, a niche that was previously unfilled.

In addition to retail sales tax, property tax provides a portion of the General Fund. A healthy housing market keeps property values high. As older homeowners who benefitted from the tax advantages of Proposition 13 move from their large homes into housing better suited for seniors, the reassessment of existing housing will help build property tax revenues. To further diversify General Fund revenues, Transient Occupancy Tax, or hotel bed tax, can also provide substantial revenue to the City.

Quality of Life

Rancho Cucamonga has always placed a priority on quality, comfortable living and working environments. By continuing to promote quality of life (defined in this document as a Healthy Mind, Body, and Earth) as a key community value, Rancho Cucamonga will see real economic benefits. The City will benefit from businesses looking to associate with a city that has admirable standards and a business-friendly attitude. It will benefit from people wanting to spend their money in Rancho Cucamonga stores and restaurants. The results of interviews with ten major companies that have located in Rancho Cucamonga in the last ten years revealed that many professional and technical office firms have located here because it provides the residence of choice in the Inland Empire for executives. Workers cite the range of housing options available for all household income ranges, which allows professionals and laborers alike to live near work places.

While low land costs might once have been a competitive advantage of doing business in San Bernardino County, that will not always be the case in the next decades. This is especially true in cities that have limited remaining vacant land. Therefore, maintaining the highest quality of life for residents, employers, and workers in Rancho Cucamonga will enable the City to attract and successfully compete for desired new businesses into the future.

Healthy RC Initiative and the Local Economy

Rancho Cucamonga is a leader in the region in facilitating the development of a Healthy City in all aspects of life. Economic components of the Healthy RC initiative include:

- Reducing commute times and shifting commute modes toward walking, biking, and transit with an eye on reducing obesity and improving air quality
- Creating local work opportunities for residents, and attracting new residents who work in existing local jobs
- Building a range of housing types within walking distance of jobs and commercial services
- Limiting non-work car trips by encouraging walking, biking, and taking transit for both recreational and shopping trips
- Diversifying the City's industry mix in order to better withstand fluctuations in the regional and national economy

- Attracting high-tech green businesses

Setting the Bar High: Development Standards

Rancho Cucamonga residents are proud of the beauty of their neighborhoods, business districts, parks, and the foothills abutting the City's northern edge. When Rancho Cucamonga incorporated, City leaders stressed the importance of quality and well-maintained places as a way to encourage investment. By establishing clear standards for quality development, the City has been able to ensure that new development produces attractive buildings and building complexes, public and private landscaping, accessible public art, supportive infrastructure, and outstanding public facilities. Rancho Cucamonga definitively expresses its expectations for any contribution to the private development realm, and the City leads by example in the design and maintenance of public places. This image is a critical component in the City's ability to continue to attract new businesses.

Regional Connectivity

Despite City efforts to match the creation of local jobs with the education levels and income requirements of local residents, many residents will continue to commute outside of Rancho Cucamonga daily. Also, many workers will come to Rancho Cucamonga from nearby cities. The San Bernardino Metrolink line provides a convenient alternative to driving for people who live and work near a Metrolink station, and serves as an option for folks who live in Rancho Cucamonga and work in San Bernardino or downtown Los Angeles. Further, enhancing transit-oriented development near the Metrolink station in Rancho Cucamonga will encourage local residents to commute via the train.

However, many Rancho Cucamonga residents work in areas that are not well connected via rail or bus transit.⁴ Encouraging expanded development of alternatives to driving, such as enhanced bus access, bicycle/pedestrian trails, bicycle lanes, and light rail extension from the west will help reduce congestion, eliminate commute stress, and encourage biking and walking. The City would also benefit from an enhanced Bus Rapid Transit system (BRT) along Foothill Boulevard such as the one proposed by Omnitrans. Further study will need to be done to document the impacts that such a BRT system would have on the local circulation system and roadway infrastructure.

⁴ The San Bernardino Metrolink line provides service to San Bernardino and other stations to the east, but since this is considered the reverse commute direction, headways during the morning commuting hours are two to three hours long.

Economic Development Issues

Key issues relative to economic development include:

- **Diverse and Multi-Focused Local Economy.** A diverse economic base is the fundamental building block for the creation of a wide range of employment opportunities, reaching a balance between housing and jobs, and achieving financial stability based on sustained revenues. The City will need to support such economic diversity through allocation of land uses, supporting diversified businesses (e.g., retail, professional, and industrial), attracting “green” businesses, and continuing to be business friendly.
- **Quality of Life.** The quality of life can be a significant factor in business decisions to locate and stay in Rancho Cucamonga. The City will need to support programs and initiatives that provide desirable services to residents, promote high-quality private and public building design, fund public realm enhancements, promote Healthy City objectives, and provide alternative transportation modes.
- **Knowledge-Based Businesses.** Given the high educational attainment of many of its residents, Rancho Cucamonga has the potential to be home to an increasing number of knowledge-based or creative class-type businesses. The City should focus a marketing effort for these types of businesses that highlights more work choices for residents and decreased commuting and related health and environmental impacts.
- **Retail Expansion.** Increasing retail opportunities allows residents to walk, bike, or take transit to meet their daily shopping needs. New mixed-use development can help meet this need. In addition, new retail will also support long-established local businesses.
- **Industrial Job Base Retention.** As the population grows, increasing pressure to convert industrial lands to non-industrial uses is likely. The City will need to carefully analyze these proposals to avoid future land use conflicts and ensure retention of properly located and sized industrial land. In addition, the City will need to analyze regulations to ensure that businesses wanting to expand and remain in Rancho Cucamonga may do so. This includes warehousing converting to higher end industrial uses.

Economic Development Goals and Policies

The following goals and policies provide guidance and policy direction for economic development strategies and decisions.

GOAL ED-1: Achieve and maintain a diverse and sustainable economic base.

Policy ED-1.1: Support quality professional and corporate office environments in the Haven Avenue and Victoria Gardens areas.

Discussion: Rancho Cucamonga has experienced growth in highly-skilled office industries, and the demand will continue, given the highly educated nature of the local workforce and Rancho Cucamonga's locational advantages. To encourage these and other office uses, the City will continue to support established office clusters along Haven Avenue, and near the Foothill Boulevard/I-15 intersection. Such support will include maintaining consistently high design standards for new office development, encouraging supporting retail and service uses as appropriate, and continuing tenant- and business-attraction efforts through an Economic Development Strategy.

Policy ED-1.2: Retain manufacturing industries in industrial areas.

Discussion: Rancho Cucamonga's industrial areas enjoy a strong presence of manufacturing jobs relative to other cities in Southern California. These types of jobs offer local workers livable wages, and provide job security and room for upward mobility among workers who do not have a college education. Further, manufacturing firms employ more workers per acre than other uses, such as warehousing, that also occupy the City's industrial areas. Therefore, the City will continue to support the continued presence and success of manufacturing businesses.

Policy ED-1.3: Encourage the re-use of vacant warehousing facilities and other sites in industrial zoned areas to attract new, innovative industries, particularly green technology.



Discussion: Partnering jurisdictions in the Green Valley Initiative, which includes Rancho Cucamonga, have prioritized the attraction of green technology firms in the Inland Empire. Consistent with this initiative, the City will continue to support the development of new buildings and reuse of existing buildings to accommodate the evolving spatial needs of innovative firms, particularly those supporting green technology. The exact type of firm included in the “green tech” category may change over time, but these firms will be supported in Rancho Cucamonga’s industrial area, so long as their day-to-day operation is compatible with other uses in the industrial area.

Policy ED-1.4: Create opportunities for residents and workers to have local access to the full range of retail needs in appropriate areas throughout the City.

Discussion: A strong, diverse retail environment supports a quality local work environment and enables residents to shop within their own city. Over time, the spatial needs of retail tenants and the characteristics of successful shopping environments may evolve; the City will support the provision of retail space that meets the evolving needs of successful retail tenants. Additionally, the City will support development of retail and service space in its employment areas because providing such space directly fills the ancillary needs of nearby workers. Such ancillary uses may include, for example, office supply stores, daily services such as dry cleaning or copy service, and lunchtime dining options.

Policy ED-1.5: Support housing opportunities for workers of all income ranges.

Discussion: The City has, and will continue to support, housing for the local workforce. Because a diverse economy requires workers of all ages, skill sets, and incomes, the City will continue to support development of housing for the widest variety of household types and needs.

GOAL ED-2: Maintain local long-term fiscal sustainability.

Policy ED-2.1: Enhance the City’s major corridors as generators of both jobs and revenue.

Discussion: As gateway arterials into the City, Foothill Boulevard and Haven Avenue offer opportunities for revitalization and development. By providing high-quality retail and mixed-use development along Foothill Boulevard, the City can also meet the full range of shopping needs among local residents and workers, and enhance the City’s sales and property tax bases.

Policy ED-2.2: Diversify the City’s retail base.

Discussion: Rancho Cucamonga supports new development that attracts retail and service tenants that meet the full range of shopping needs. Diversifying the City's retail options will provide for a steady stream of sales tax revenue that is more resilient in economic downturns, compared with retail that is focused just on one sector (vehicle sales, neighborhood needs, tourism, comparison goods, etc.).

Policy ED-2.3: Expand recreation and cultural attractions to enhance tourism/visitor potential and to boost sales and transient occupancy tax.



Discussion: Rancho Cucamonga has been able to attract a number of high-profile hotel chains serving business visitors. Its proximity to the LA/Ontario International Airport and major job centers makes Rancho Cucamonga a desirable location for business travelers. By expanding its visitor potential to include cultural tourism as well, the City can enhance and diversify its local revenue base. Enhancement of cultural amenities, including regional entertainment options, recreation, and historic preservation, will help to enhance the City's reputation as a destination for a wide range of visitors.

Policy ED-2.4: Expand lodging choices in the City through the recruitment and placement of full-service hotels that will complement the existing select-service hotel portfolio.

Discussion: Building upon the success of Victoria Gardens, the Cultural Center, the Epicenter Sports Complex, and many other developments, the City is poised to benefit from cultural tourism. A number of high-quality hotels have opened since 2000, and a clear demand exists for additional hospitality services. A full-service Class A hotel facility will remain a priority goal for the Redevelopment Agency.

GOAL ED-3: Continue to emphasize quality as a core community value as it applies to local workers and residents.

Policy ED-3.1: Continue to make public safety a priority.



Discussion: Rancho Cucamonga will continue to be a safe place to live and do business. The City has historically invested substantially in programs, facilities, and personnel that make Rancho Cucamonga one of the safest communities in the U.S.

Policy ED-3.2: Provide community and cultural amenities.

Discussion: Rancho Cucamonga can reinforce its reputation as a great place to live, work, and play by supporting the highest quality parks and community facilities, as well as cultural arts and programs, libraries, historic landmarks, and services.

Policy ED-3.3: Maintain a healthy fiscal balance.

Discussion: High-quality programs, facilities, and services can only be provided if the City continues to attract and maintain revenue-generating businesses.

Policy ED-3.4: Improve internal circulation for all modes of transportation, consistent with the concept of “Complete Streets.”

Discussion: By minimizing congestion on the roads and enhancing opportunities to walk, bike, or take transit, the City will be able to meet the overall General Plan goal of creating a Healthy City by reducing air pollution and encouraging exercise. This Healthy RC movement is another critical component of improving upon the high quality of life in Rancho Cucamonga. Moreover, enhanced walking, biking, and transit opportunities can help reduce the future transportation costs for local residents and workers, which will create lasting economic sustainability.



Policy ED-3.5: Facilitate development of additional local and regional entertainment venues.

Discussion: Rancho Cucamonga is known as a good community for families with children, but has not been as successful at attracting other demographic groups such as young professionals. Rancho Cucamonga can become known as a place for young professionals to live and work as well, by continuing to expand the range of housing types offered, and by providing more entertainment options. Such diversification will ensure that employers have local access to their full workforce needs, from the entry level to the executive.



Policy ED-3.6: Leverage the City’s quality of life amenities to attract more knowledge-based workers.



Discussion: There is a small but growing concentration of knowledge-based industries in Rancho Cucamonga. This industry group includes firms in professional and technical services, such as engineers, architects, and accountants, requiring a highly educated labor pool. These types of industries have historically not maintained a strong presence in the Inland Empire but will become a greater share of the regional economy in the future. Therefore, Rancho Cucamonga should continue to enhance its quality of life amenities with a particular focus on attracting knowledge-based workers. Among many knowledge-based workers, quality of life is a critical factor when deciding where to live and work, so much so that it trumps other location considerations such as the cost of housing. Public safety is also a major concern and the City can continue to build on that success. Rancho Cucamonga is well positioned to experience growth in its knowledge-based industries, given the existing concentration of highly educated residents, and superior parks, schools, housing stock, and community amenities.

Policy ED-3.7: Support access to local and regional educational resources that provide educational opportunities to local residents and workers.



Discussion: Rancho Cucamonga's residents are highly educated compared to residents of surrounding areas, and the City will continue to support higher education as a priority for all residents. Clearly, enhancing ongoing educational opportunities for local residents and workers will generate lasting economic benefits by preparing the local workforce for a wide range of employment opportunities. In addition to local higher education resources such as Chaffey Community College, the City will support improved access to regional education amenities.

GOAL ED-4: Implement consistent high-quality standards for all future development.

Policy ED-4.1: Encourage high-quality design for infill development and continue to support new high-quality uses.

Discussion: As Rancho Cucamonga becomes built out, the majority of future development opportunities will be on infill or underutilized parcels. Building on these sites will take a greater level of patience, particularly to ensure the same high-quality design standards that the City has upheld in the past. Moreover, to achieve new types of development – such as high end, multistory office buildings or mixed-use, walkable development along western parts of Foothill Boulevard – the City will at times need to wait for the market to make such uses feasible.

Policy ED-4.2: Make green building and green business a priority.

Discussion: Rancho Cucamonga has been an active participant in the Green Valley Initiative, a collaborative effort between local governments, businesses, and community leaders to make the Inland Empire a hub for green technology. In support of this initiative as well as the General Plan's goals to integrate and promote the three components of a healthy community (Healthy Mind, Body, and Earth), the City will continue to pursue strategies that support green building and jobs. This will include potential policies and standards that encourage LEED equivalent building standards in addition to other green building standards that exceed the minimum State thresholds, and make future buildings in Rancho Cucamonga more energy efficient and environmentally sustainable.

Policy ED-4.3: Improve connectivity between development projects to create a more cohesive atmosphere.

Discussion: The City will work to ensure that future development projects are not just linked to major road arterials, but also maintain internal connectivity. An increase in circulation between individual development projects will reduce congestion on the City's arterials, and create a more pleasant pedestrian environment, thus creating a healthier Rancho Cucamonga. Further, internal connectivity will remove the need for excessive trips between adjacent developments. As sites throughout the City are redeveloped, connectivity will be a priority. This internal connectivity will further support the goals of creating "Complete Streets," as referenced in other Chapters of this General Plan.

Policy ED-4.4: Focus on enhancements to Foothill Boulevard and Haven Avenue.

Discussion: As the City's major commercial and office corridors, Foothill Boulevard and Haven Avenue respectively offer significant potential to create high-quality commercial and civic gateways to the City. In particular, opportunities for future infill and revitalization should focus on west Foothill Boulevard. Design could include and build upon the historic architecture and other elements inherent along the corridor. Therefore, consistent and clear development standards for these arterials should be articulated and enforced.

Policy ED-4.5: Review and understand the fiscal, job creation, and economic benefits of new proposed uses in the City's industrial-zoned areas.

Discussion: As Rancho Cucamonga becomes increasingly built-out, redevelopment of large, industrial parcels for other types of land uses will be an attractive option for land owners and developers. A growing trend in California's other built-out cities is the conversion of industrial-zoned parcels for residential, retail, and institutional uses. These industrial parcels offer some of the best redevelopment opportunities because they are often the largest and lowest cost properties available in a given city. However, conversion of industrial lands can sometimes compromise the economic potential of surrounding industrial parcels. When such conversions are proposed for industrial areas in Rancho Cucamonga, the City will need to weigh the economic costs and benefits of allowing these conversions. Factors to consider include the possible job gain and loss, possible revenue generation and other fiscal impacts to the City, and possible compatibility issues with neighboring parcels (i.e., putting housing next to manufacturing uses that generate significant 24-hour truck traffic or emissions).

GOAL ED-5: Provide better regional connectivity to benefit local residents and workers.

Policy ED-5.1: Engage in regional transit planning efforts.



Discussion: Planned transit infrastructure such as Metrolink, Bus Rapid Transit along Foothill Boulevard, and the Metro Gold Line Foothill Extension are major regional assets. By participating in regional planning efforts, the City can ensure that local residents have non-driving options to get to work, and local workers have the full range of options to get to Rancho Cucamonga. Local bus connections and park-and-ride lots will also play a major role.

Policy ED-5.2: Continue to capitalize on proximity to Interstate 10, Interstate 15, State Route 210, and the LA/Ontario International Airport.

Discussion: Rancho Cucamonga has benefited from its proximity to major regional freeways, and will continue to capitalize on the access and visibility provided by three major interstates. For example, the Haven Avenue office corridor could benefit from better-perceived linkages to Interstate 10 and State Route 210. Easy interstate access is a major competitive advantage for many office clusters in the Inland Empire, and improved wayfinding and signage may help potential firms realize the benefits of a Haven Avenue address.

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Chapter 5: Community Services

R A N C H O C U C A M O N G A G E N E R A L P L A N

Introduction

Community Services contribute significantly to the quality of life in Rancho Cucamonga. With its high-quality park facilities, extensive hiking and riding trails, and comprehensive community service programs, Rancho Cucamonga offers many recreational opportunities and healthy lifestyle choices for residents and visitors.

Parks and community-serving facilities enhance the quality of life for residents and are an important component of complete and sustainable neighborhoods. Accessible parks provide a place to play, exercise, spend time with friends and neighbors, or to just relax and recuperate. Trails serve an important recreational function while also creating opportunities for connections throughout the community. These walking, hiking, running, biking, and equestrian trails connect neighborhoods, parks, schools, places of employment, and activity centers, and create mobility opportunities for residents of all ages. Cultural facilities offer the opportunity to experience or to participate in a variety of performing arts activities and special events. Recreational programs provide opportunities for residents of all ages to participate in recreational, educational, Healthy RC, and sports-related classes and activities.

Public health benefits accrue in neighborhoods that have access to parks, community facilities, and trails. Access to recreational amenities leads to improved levels of physical activity that have associated physical and mental health benefits on a community-wide basis. Such access also increases opportunities for interaction

Chapter 5: Community Services

This Chapter consists of the following sections:

- Parks and Special Use Facilities
- Hiking and Riding Trails
- Community Services Programs
- Healthy Lifestyles

Bicycle trails and routes are discussed in Chapter 3: Community Mobility.

among all members of the community, which can lead to stronger community ties and an improved sense of connectedness. Community Services directly affect the Mind, Body, and Earth, the three pillars of the Healthy RC initiative and this General Plan.

Achieving Our Vision

The vision for Rancho Cucamonga includes the provision of excellent parks, recreation programs, and community facilities, and a vast network of recreational trails that connect residents to destinations throughout the City. These facilities, services, and programs all promote the physical and social well-being of residents. The City of Rancho Cucamonga's vision for community services is reflected in the following Spirit of Rancho Cucamonga Guiding Principles:

The Spirit of Family

- We continue to develop and maintain a system of high-quality, world-class community parks and sports complexes that appeal to all ages and all interests, from local and regional leagues to national events.
- We celebrate the family through community events such as the Founders Day Parade, critically acclaimed performing arts programs, and promotion of other family activities.

The Spirit of Discovery and Knowledge

- We promote participation in the arts, offering a variety of entertainment and education venues for enrichment, as well as providing opportunities for people to gather with friends and neighbors.
- We promote diverse programs and high-quality facilities such as our City-owned Libraries and our Community Centers.

The Spirit of Innovation and Enterprise

- We emphasize development of a balanced, integrated, multi-modal circulation system which includes sidewalks, bikeways, streets, equestrian and hiking trails and mass transit. The system is efficient and safe, and connects neighborhoods to jobs, shopping, services, and active and passive open space.

The Spirit of Community

- Through programs such as Healthy RC, we inspire a lifestyle that embraces a Healthy Mind, Body and Earth. We support lifelong learning and enrichment, active and healthy living, and environmental sustainability. These values are reflected in our programs and facilities for our residents and businesses. The high quality of services the City provides strengthens community bonds and contributes to healthy lifestyles.

The Spirit of Heritage

- Our outstanding views of the mountains, the varied natural topography of the area, and the trails that allow us to access these open spaces are an asset and must be preserved.

The Spirit of Tomorrow

- We are dedicated to a sustainable balance in land use patterns (residential, business, educational, agricultural, recreational, open space, and historic uses) and supporting transportation.

Parks and Special Use Facilities

Parks and special use facilities include all of the parks and community/cultural centers in Rancho Cucamonga. Parks support activities that range from purely passive recreational uses to heavily programmed activities. Special use facilities include multi-use centers such as the Victoria Gardens Cultural Center, Central Park, and the Rancho Cucamonga Adult Sports Complex. The City offers diverse recreational programs at each facility depending upon the size of the park and the type of facility.

Active park spaces include sports fields, game courts, and playgrounds. 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.



Children enjoying the playground amenities at Heritage Park.

Park and Special Use Facilities Classifications

Different parks are classified based on size and type. The classification system is as follows:

- **Neighborhood Parks.** Neighborhood parks are generally between five and 10 acres in size, and are intended to serve the daily recreation needs of residents in the immediate vicinity of the park. Primary uses include passive and active open space, tot lots, picnic facilities, and practice fields.

- **Community Parks.** Community parks typically range between 20 and 40 acres in size, and are intended to provide a wide variety of recreation amenities, including swimming pools, lighted athletic fields and courts, recreation centers, skate facilities, and other wider-serving recreational and cultural uses.
- **Special Use Facilities.** Special use facilities supplement the parkland system by offering special recreation, social, and cultural facilities. The largest existing special use facility is the Epicenter/Adult Sports Complex, which contains adult softball, baseball, and soccer fields, as well as a minor league baseball stadium. These facilities are intended to contain uses not usually found in typical park sites.

Established Facilities

As of 2009, the City of Rancho Cucamonga has 347.6 acres of developed parkland and special use facilities (not including trails). There are a total of 25 neighborhood parks, three community parks, and eight special use facilities located throughout the City. In addition, regional multi-purpose and community trails account for approximately 294.6 acres of land. The City also owns or leases several sites intended for parks or special use facilities, as well as a number of private parks, which have not been developed yet. Those areas total approximately 120 acres.

Since 1921, the Red Hill Country Club has managed a private 128-acre golf course and tennis center in the community. The 144-acre Empire Lakes Golf Course also provides an important amenity and recreation facility in Rancho Cucamonga. Although both golf courses are not included in the acreage calculation of parks, they do provide the community with valuable open space and a special recreational activity.

Table CS-1: Established Parks and Special Use Facilities (2009)

Map ID	Park Name	Location	Developed Acreage
Neighborhood Parks			
1	Bear Gulch Park	9094 Arrow Highway	5.0
2	Beryl Park East Park	6524 Beryl Street	10.0
3	Beryl Park West Park	6501 Carnelian Street	10.0
4	Church Street Park	10190 Church Street	6.5
5	Coyote Canyon Park	10987 Terra Vista Parkway	5.0
6	Day Creek Park	12350 Banyan Street	11.0
7	Ellena Park	7139 Kenyon Way	6.5
8	Garcia Park	13150 Garcia Drive	5.5
9	Golden Oak Park	9345 Golden Oak Road	5.0
10	Hermosa Park	6787 Hermosa Avenue	10.0
11	Kenyon Park	11481 Kenyon Way	6.5
12	Legacy Park	5858 Santa Ynez Plaza	3.7
13	Lions Park	9161 Base Line Road	1.5
14	Milliken Park	7699 Milliken Avenue	10.0
15	Mountain View Park	11701 Terra Vista Parkway	5.0

Table CS-1: Established Parks and Special Use Facilities (2009)

Map ID	Park Name	Location	Developed Acreage
16	Old Town Park	10033 Feron Boulevard	5.0
17	Olive Grove Park	13931 Youngs Canyon Road	7.9
18	Ralph M. Lewis Park	7898 Elm Street	9.5
19	Rancho Summit Park	5958 Soledad Way	6.6
20	Spruce Avenue Park	7730 Spruce Avenue	5.0
21	Victoria Arbors Park	7429 Arbor Lane	9.1
22	Victoria Groves Park	6840 Fairmont Avenue	6.5
23	Vintage Park	11745 Victoria Park Lane	6.5
24	West Greenway Park	7756 Meadowcrest Court	5.0
25	Windrows Park	6849 Victoria Park Lane	8.0
Total Neighborhood Park Acreage			170.3
Community Parks			
26	Etiwanda Creek Park	5939 East Avenue	12.0
27	Heritage Community Park	5546 Beryl Street	40.0
28	Red Hill Community Park	7484 Vineyard Avenue	44.0
Total Community Park Acreage			96.0
Special Use Facility			
29	Rancho Cucamonga Adult Sports Complex	8378 Rochester Avenue	41.6
30	Rancho Cucamonga Central Park; James L. Brulte Senior Center and Goldy S. Lewis Community Center	11200 Base Line Road	35.0
31	Confluence Park	Demens Creek Channel and Cucamonga Canyon Channel	0.2
32	Lions Center East	9191 Base Line Road	0.2
33	Lions Center West	9161 Base Line Road	0.3
34	Rancho Cucamonga Family Sports Center	9059 San Bernardino Road	0.8
35	Victoria Gardens Cultural Center	12505 Cultural Center Drive	3.0
36	RC Resource Center	9791 Arrow Highway	0.2
Total Special Use Facilities Acreage			81.3
TOTAL ACREAGE			347.6

Central Park

Central Park is the crown jewel of the City's parks and recreation system and will grow in importance when completed. In 2005, the first phase of the park opened with the James L. Brulte Senior Center and Goldy S. Lewis Community Center. This joint facility provides flexible and spacious rooms for hosting various events and meetings. The project also includes open and programmable outdoor park space. The two main halls can be combined with the open courtyard area to accommodate a 1,000-person

expo or fair. Surrounding this joint facility are several landscaped areas, walking paths, and a children’s play area.

Goldy S. Lewis Community Center is located at Central Park.



The Master Plan for Central Park, developed in consultation with a broad-based resident task force, contains three major use areas or elements: 1) Senior and Community Centers; 2) The Sports Complex, housing a gymnasium, Family Aquatics Center, and tennis complex; and 3) Park and Open Space Areas, providing scenic water features, group and individual picnic areas, children’s play areas, trails and trail connections to community and regional trails, and open grassy areas for field play. Implementation of the Central Park Master Plan will be completed in phases.

School Facilities

The City’s parks and recreation system is supplemented by school facilities, which are 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 and proposed schools are shown on Figure PF-2, in Chapter 7: Public Facilities and Infrastructure. The City has joint-use agreements, which stipulate facility use and access provisions, with each of the five separate school districts serving Rancho Cucamonga residents. Usage is very close to maximum capacity at the time of this update to the General Plan.

Various youth sports leagues have been assigned fields at particular schools for games and practice. This has been necessary because there are not enough athletic fields in the City to accommodate the large number of children participating in organized sports. Although not a party to the use agreements between schools and sports leagues, the City provides support to community organizations seeking joint-use agreements and improvements to the school sites.

Figure CS-1: Parks and Recreation Plan

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Proposed Park Facilities

One new community park, one new special use facility, and two new neighborhood parks are planned. The new community park will be built along northern Milliken Avenue near Los Osos High School. The new special use facility, Napa Soccer Complex, is anticipated to be located in the southeastern portion of the City near Etiwanda Avenue. This center is planned to help alleviate the limited sports fields available for use by youth leagues. The two proposed neighborhood parks are meant to provide recreational facilities in the southwestern portion of the City, with one park being proposed along the Cucamonga Creek Channel south of Base Line Road, and another park in the vicinity of Arrow Highway and Madrone Avenue.

There are also plans, as described above, to complete the additional phases of Central Park and expand Etiwanda Creek Park. Both park expansions will add significant acreage to the existing park system.

Parks Standards and Guidelines

Park standards determine how many parkland acres the City should develop based on population levels, locations of parks, and existing parks. Park guidelines determine the recommended facilities and amenities that are developed in parks. All parks and park facilities in Rancho Cucamonga incorporated standards and guidelines that were current at the time the facilities were built.

Park Standards

The City maintains a park standard of 5.0 acres of parkland for every 1,000 residents. State law (known as the Quimby Act) enables the City to collect 3.0 acres of parkland or in-lieu fees from new residential subdivisions for every 1,000 residents, and accordingly, the City adopted a Local Park Ordinance to implement its park and recreational land dedication requirements. However, in order to reach the standard of 5.0 acres per 1,000 residents, the City must pursue alternative funding sources for the additional park acreage and/or park improvements that exceed the State standard. Alternative funding sources include general fund revenues, developer impact fees, State and Federal grants, user group contributions, and school district joint-use contributions.

Other methods for supplementing the City's park system include encouraging the development of private open space and recreational amenities (beyond public park requirements) within large residential projects. The City also seeks to improve access and facilities at local school sites so schools can accommodate a greater demand for certain activities such as sports leagues. School grounds and facilities are an important part of the recreational system and can be applied, to a limited degree, toward meeting the City's park standard. The City will continue to pursue the joint-use (or ultimate use) of utility district and County Flood Control District lands for both parks and trails.

As of 2009, the City's population was 179,200¹ residents. Based on the park standard of 5.0 acres for every 1,000 persons, the City required 896.0 acres of parkland in 2009 to respond to the variety of sports facilities and activities pursued by residents. With a total of 642.2 acres of parkland/trails/special use facilities in 2009, the deficit of parkland is calculated to be 253.8 acres (Table CS-2: Park Standards).

The General Plan projects a population of approximately 200,400 residents at build-out. This projection translates to an ultimate goal of 1,002 acres of

¹ Source: Hogle-Ireland, Inc. Existing Land Use Database, 2009.

parkland/trails/special use facilities, based on the standard of 5.0 acres per 1,000 persons. When the proposed park acreage (160 acres) and trail acreage (36.5 acres) discussed above is combined with existing parkland/trails/special use facilities (642.2), the City's total future inventory is approximately 838.7 acres. When completed, this park and recreation system will not meet the goal of 5.0 acres of parkland/trails/special use facilities per 1,000 persons.

It is important to note that this total does not account for existing and future private open space and recreation facilities, existing golf courses, or existing and future joint-use of facilities at school sites. The City's policies and implementation actions emphasize the need to aggressively pursue all means to expand and maximize benefits of the parks and recreation system, particularly related to the facilities in high demand.

Table CS-2: Park Standards		
	2009 (Base Line)	2030 (Build Out)
Park Acres Citywide	642.2	838.7
Population	179,200	200,400
Acreage Goal (5 acres per 1,000 persons)	896.0	1,002
Park Deficit (needed parkland acreage to meet goal)	253.8	163.3

Source: Hogle-Ireland, Inc. Existing Land Use Database and Land Use Build Out Projection, 2009.

Note: Population data is only for incorporated areas of Rancho Cucamonga and does not include Sphere of Influence.

Red Hill Park contains many park amenities including a lake, concert bowl and expansive green spaces.



Park Development Guidelines

For parks and special use facilities other than Central Park, the City has adopted park development guidelines, as identified in Tables CS-3 through CS-5. These tables contain the base level development guidelines for neighborhood parks, community parks, and special use facilities.

Neighborhood Parks:

Purpose: Neighborhood parks are intended to provide for the daily recreation needs of residents who live in the immediate vicinity of the park. Primary uses can include passive recreation, open space, active play area, picnic areas, and practice play fields.

Size: Usable size is between five and 10 acres. No neighborhood park shall be less than three net acres in size.

Table CS-3: Base Level Park Development Guidelines for Neighborhoods Parks

Park Type	Minimum to Maximum Size	Minimum Base Recreation Facilities	Support Facilities (Selective per Project)	
Neighborhood	5 to 10 acres	Tot Lot/Playground	1	<ul style="list-style-type: none"> ▪ Parking for 15 to 20 cars ▪ Public Restrooms ▪ Tennis Courts (Fenced) ▪ Sand Volleyball ▪ Jogging Exercise Course
		Informal Open Space/Play Area	1	
		Play Area (Minimum 2 acres of open space field at 2% gradient)	1	
		Open Picnic Tables	4	
		Picnic Shelters	1	
		Barbecues	5	
		Softball: Practice Only	1	
		Baseball: Practice Only	1	
		Basketball	1	
		Volleyball	1	
		Paved Walkways	1	
		Trash Receptacles	7	

Community Parks:

Purpose: Community parks are intended to provide community-wide recreational facilities and a greater variety of recreation opportunities than a neighborhood park. Community parks can provide a wide variety of uses such as swimming pools, athletic fields, community/recreation centers, cultural centers, picnic areas, and gardens. Community parks also serve neighborhood park needs for the immediate neighborhood. A community park usually services several neighborhoods.

Size: Community parks can be developed adjacent to or in joint-use with junior high/middle schools or high schools. Community park size shall be a minimum of 20 acres when the park site is adjacent to a high school or junior high/middle school. Sports fields and hard court facilities at community parks shall be lighted for evening use.

Community Services

1. Access should be in close proximity to public transportation or make provisions for public transportation.
2. Community parks shall have full street improvements and utility connections including, but not limited to, curbs, gutters, grading, automatic irrigation systems (within rights-of-way), turf, walkways and walkway lighting, street paving, traffic control devices, street trees, and sidewalks.
3. Community parks should have block walls along the property line to be a good neighbor to surrounding residents.

Table CS-4: Base Level Park Development Guidelines for Community Parks

Park Type	Minimum to Maximum Size	Suggested Recreation Facilities		Support Facilities	Optional Facilities
Community	20 to 40 acres	Tot Lot/Playground	1	Public Restrooms, Parking for 150 to 200 cars	<ul style="list-style-type: none"> ▪ Performing Arts Center ▪ Senior Center ▪ Gymnasium ▪ Community Center ▪ Swimming Pool ▪ Family-Aquatics Center ▪ Olympic-pool Complex ▪ Skate Park ▪ Arena Soccer ▪ Archery ▪ Historical and/or Cultural Facilities ▪ Interpretive Center for Natural Areas ▪ Roller Hockey Facility ▪ Teen/Multipurpose Center ▪ Dog Park ▪ Equestrian Facility ▪ Concert Bowls ▪ Community Rooms
		Informal/Open Space ^{1,2}	1		
		Open Picnic Tables	12		
		Picnic Shelters ³	4		
		Barbeques	16		
		Baseball: Lighted (practice and games)	2		
		Softball: Lighted (practice and games)	2		
		Basketball Courts	2		
		Soccer: Lighted (practice and games)	2		
		Tennis Courts: Lighted	2		
		Volleyball	2		
		Jogging/Exercise Course	1		
		Trash Receptacles	20		
Maintenance Building Concession Building (3,000 to 5,000 sq. ft.)					

Notes:

1. All Informal/Open Space areas shall have a maximum 2% gradient.
2. Practice fields can be accommodated in the informal/open space area(s).
3. Picnic shelters or group-type structures would accommodate multiple picnic tables beneath the shelter.

Special Use Facilities:

Purpose: These types of amenities may provide a range of activities across a continuum, from passive to active to specialized recreation functions. Special use facilities can include aquatic centers, trail heads, open spaces, special events, areas for nature study, and sports complexes.

Size: Minimum acceptable size shall be three acres for public parks, unless an exception to this size requirement is granted for a specific proposed special purpose amenity on a case-by-case basis. Special purpose amenities may range in size from three acres up to the size of a golf course (140 to 200 acres). Credit for special purpose amenities, to be applied toward parkland dedication requirements, will be granted on a case-by-case basis.

Table CS-5: Base Level Park Development Guidelines for Special Use Facilities

Facility Type	Minimum to Maximum Size	Suggested Recreation Facilities	Support Facilities	Optional Facilities
Special Use Facility	No less than 3.0 acres for public amenities and improvements.	<p>Equestrian Facility</p> <p>Garden, community vegetable gardens, rose garden or special purpose garden (e.g., Shakespeare Garden, scented garden for the blind, herb garden, etc.)</p> <p>Stream, water feature, fountains, lakes or ponds</p> <p>Commercial skate park venue</p>	<p>Arenas, Round Pens</p> <p>Parking, Restrooms (for active uses)</p> <p>Aquatics Center</p>	<ul style="list-style-type: none"> ▪ Golf course (9-hole minimum) with club house facility ▪ Putting green and driving range ▪ Commercial-oriented recreational facilities and amenities



The Epicenter, Rancho Cucamonga's minor league Class-A baseball stadium, has a seating capacity of over 6,500 for baseball games.

Recreation Study

The City continually assesses park needs through updates to its Recreation Study. The 2010 Update provided a detailed inventory of the facilities at each of the existing parks within the City (see Table CS-1: Existing Parks and Special Use Facilities).

The Recreation Study analyzes demand for specific recreation programs and facilities over time, based on identified participation rates for certain activities. The result is the establishment of facility needs standards, tailored to the actual recreation demands of the community. For example, the standards established by the National Recreation and Parks Association for baseball game fields and soccer fields is one field per 5,000 residents and one field per 10,000 residents, respectively. Illustrative of Rancho Cucamonga's young and active residents, the derived demand for Rancho Cucamonga is one baseball field per 3,500 residents and one soccer field per 3,400 residents. For build-out projections, recreation demands were adjusted to account for anticipated growth and changes in demographics. Table CS-6: Recreation Facility Needs Ratio for Rancho Cucamonga, identifies the type of recreation facilities examined and projected facility needs at build-out of the community.

Community Services

The needs ratios in Table CS-6 will be used as a guide in preparing master plans for future park sites and upgrade plans for existing park sites. The Recreation Study also identifies planned neighborhood and community parks, based on the adopted standards and facility needs ratios described above. The planned parks shown on Figure CS-1 are generally located and dispersed throughout the community based on the adopted service ratios. Exact locations will be determined based on site availability over time.

Table CS-6: Recreation Facility Needs Ratio for Rancho Cucamonga

Facility	Facility Needs Ratio (facility per population)	Total Facility Demand at Build Out Acres
Softball Fields	1/6,500	31
Baseball Fields	1/3,500	57
Football Fields	1/48,400	4
Soccer Fields	1/3,400	59
Basketball Courts	1/9,000	22
Recreational Swimming Pools	1/23,950	8
Competitive Swimming Pools	1/34,000	6
Tennis Courts	1/3,100	65
Golf Courses	1/85,800	2
Equestrian Trails (miles)	1/8,500	24
Roller Hockey Facilities	1/65,650	3
Community Centers and Senior Centers	1/55,800	4

Note: The Total Facility Demand at Build Out Acres is based on the population projected in this General Plan.

Hiking and Riding Trails

Rancho Cucamonga’s climate and terrain create perfect conditions for moving about the City on foot or bicycle. The rural residential environment along the hillsides and proximity to wilderness areas allow for equestrian use. 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.

The Hiking and Riding Trails Master Plan provides for a network of interconnecting off-road urban and wilderness trails. Hiking and riding trails are intended to connect the City’s residential and commercial activity centers, as does the system of on-street bicycle trails. Details on bike routes can be found in Chapter 3: Community Mobility.

Hiking and riding trails are primarily for recreational purposes – horseback riding, hiking, jogging, running, and walking for pleasure. Such trails may also incorporate bicycling into their design (both for street bikes and mountain bikes) where feasible. The regional trails traversing the commercial and industrial areas of the City also provide a safe and convenient alternative for bicycling to work or to shopping centers.

The ultimate system of hiking and riding trails will provide over 100 miles of recreational enjoyment throughout the developed community and open space areas.



Equestrian trail in Etiwanda.

Hiking and Riding Trails Master Plan

The system of regional and community trails is identified in the Hiking and Riding Trails Master Plan (Figure CS-3) and includes both existing and proposed trails. Trail location is based on the criteria of safety, function, aesthetics, trail linkage needs, important land use connections, and the feasibility of land acquisition and/or dedication. The Master Plan identifies necessary bridges and street undercrossings, as well as trail heads to access the trail system at key locations throughout the City. Trail heads function as staging points for hikers, bikers, and riders, and will be equipped with facilities such as restrooms, drinking fountains, parking for cars and trailers, watering troughs for horses, bike racks, benches, shade, and other trail amenities.

Trail Classifications

The City utilizes three hiking and riding trail classifications. Each trail performs different functions and has different development standards.

- **Regional Multi-Purpose Trails.** Regional multi-purpose trails serve as the backbone of the public trail system, covering long distances and connecting to regional parks, open space preserves, the San Bernardino National Forest, and other regional trails leading beyond Rancho Cucamonga. Regional multi-purpose trails primarily follow flood control channels and utility corridors. Joint-use agreements with the appropriate public and private agencies will allow public access. These multi-purpose trails provide for equestrian, pedestrian, and bicycle use concurrently. The right-of-way standard for regional multi-purpose trails is 30 feet minimum width.
- **Community Trails.** Community trails are intended to provide convenient off-road access to community facilities such as parks, schools, and shopping centers. Community trails function as collectors that link local feeder trails in subdivisions to the regional trail system. When completed, these trails will provide multiple trail route possibilities, from short jaunts to long loops throughout the community. Community trails follow streets, utility corridors, and easements. They are intended for equestrian and pedestrian use. The minimum right of way standard width is 20 feet for community trails.

- **Local Feeder Trails.** These trails are contained within residential subdivisions in the Equestrian/Rural Area. Local feeder trails are generally not mapped in the General Plan or Trails Implementation Plan, but are established as private easements at the time of subdivision review. The intent of local feeder trails is to provide access from the rear of every lot, wherever feasible, to a community or regional multi-purpose trail. Local feeder trails can also provide logical riding loops within subdivisions. The right-of-way standard for local feeder trails is 15 feet minimum width.

Pedestrian paths and bicycle trails are included along the trail in the Terra Vista community.



Trails Implementation Plan

The Trails Implementation Plan includes detailed design standards for each trail type, aspects of trail implementation, and administration of the trail system by the City. The Implementation Section includes an inventory of trails, along with a priority list of capital improvement projects related to existing and proposed trails.

Established Trails

As of 2009, Rancho Cucamonga has already completed an extensive network of multi-use trails throughout the community. Neighborhoods in Alta Loma and Etiwanda include a network of equestrian trails that traverse along private properties and public roadways, providing connections to parks, hillsides, and other neighborhoods. Many private trail easements along the rear of developed lots connect to community and regional multi-purpose trails. The Victoria Park Lane Trail and the Terra Vista Greenway provide pedestrian and bike connections between schools and parks through the Victoria and Terra Vista neighborhoods.

Pacific Electric Trail

In 2007, the City opened the first segment of the 21-mile Pacific Electric Inland Empire Trail. This regional multi-purpose trail follows the east-west route of the old Pacific Electric Railroad. The trail serves as an alternative transportation/recreation corridor shared by bicyclists, pedestrians, runners, and equestrians. The trail has two pavement surfaces: the concrete trail is intended for pedestrians and bicyclists, while the softer granite trail is intended for joggers and equestrians. The trail is lighted at night for safety from end-to-end, and has drought-tolerant landscaping. There are also trash receptacles, doggie bags at intersections, horse hitching posts, and drinking fountains along the entire route. Three trail heads with parking are proposed: one at Amethyst Street (already constructed) and the other two at Foothill Boulevard (east of the new bridge) and Etiwanda Avenue by the Pacific Electric Railroad Depot.

Access throughout the corridor is critically important. The project is expected to be completed by Spring 2010.



A bicyclist pedals easily along the Pacific Electric Trail.

When fully complete, the Pacific Electric Inland Empire Trail will connect the cities of Claremont, Montclair, Upland, Rancho Cucamonga, Fontana, and Rialto. Rancho Cucamonga, as the lead agency, partnered with the San Bernardino Association of Governments and surrounding cities to develop a master plan for the 21-mile long trail. The Pacific Electric Inland Empire Trail Master Plan is the basis for pursuing a range of funding sources including Federal and State funds, grants, and private donations to build the trail.

North Etiwanda Preserve Trail

In 2009, the North Etiwanda Preserve Trail was opened to the public. This interpretive trail system is designed to provide over three miles of public trail access through the Northern Etiwanda Preserve. The North Etiwanda Preserve is a conservation area in the City's Sphere of Influence that protects sensitive wildlife species. This trail will allow hikers to explore the alluvial fan sage scrub habitat within designated trails, and view interpretive signs providing information about the history of the area and biological benefits of the North Etiwanda Preserve. The trail will connect local points of interest including historic water delivery system and pumping station remnants, early settlers ruins, a Native American cultural site, riparian wetlands, and a fresh water cienega. The trail includes a trail head with a parking area and additional amenities.

Planned Trails

The General Plan Update policies continue to support implementation of new trails and improvements to established trails in accordance with the Hiking and Riding Trails Master Plan (Figure CS-3: Hiking and Riding Trails Master Plan), and the Trails Implementation Plan.

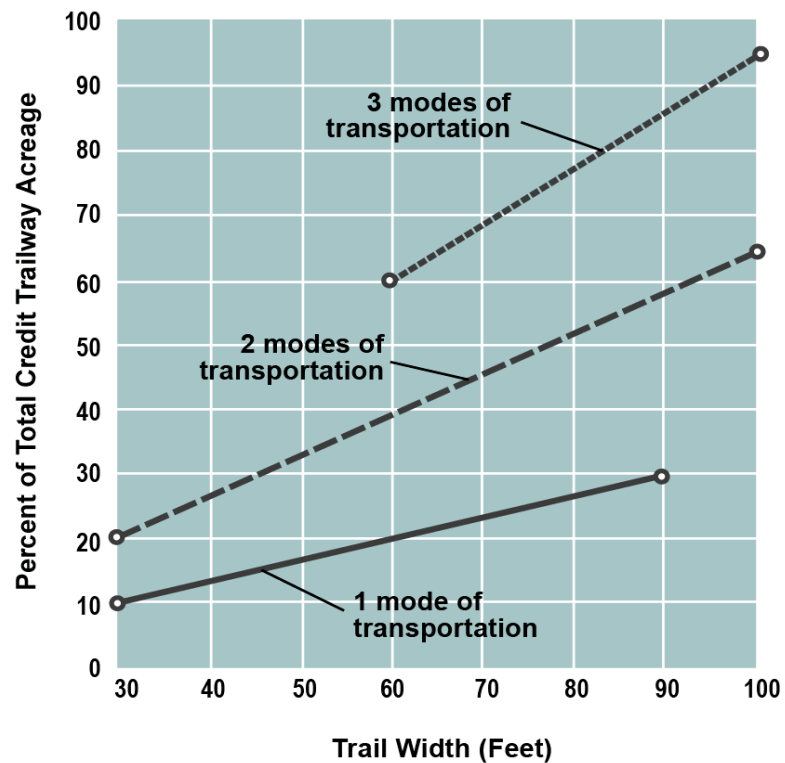
Regional multi-purpose trails are planned to provide connections along the Demens Creek, Deer Creek, Cucamonga Creek, and Day Creek drainage channels. Other regional multi-purpose trails are planned along the entire span of the Sphere of Influence, connecting to the North Etiwanda Preserve Trail and the San Bernardino National Forest. The Pacific Electric Trail will complete the east-west connection through the center of the City. Proposed community trails in Alta Loma and Etiwanda

will complete the trail network within these neighborhoods by filling in the gaps where many trails do not currently connect.

Trail Dedications

The dedication of trails by a developer may be eligible for credit towards parkland dedication requirements based on the trail-way acreage and modes of travel provided. This provision underscores the importance of trails as part of the City's overall parks and recreation system. In order for trail-way acreage (average trail width times trail length) to be credited toward the park standard, the trail must accommodate at least one mode of travel (pedestrian, equestrian, or bicycle) and provide a minimum of 50 percent of the total trail width as landscaped area (which is in addition to the needed trail right-of-way). Trails that provide up to three modes of travel and fulfill the landscape requirement may receive up to 100 percent credit toward park dedication requirements, as shown on Figure CS-2: Trail Credit Graph.

Figure CS-2: Trail Credit Graph



Equestrian/Rural Overlay District

The Equestrian/Rural Overlay District, which allows the keeping of horses and other farm animals, supports the implementation of a comprehensive equestrian trails system within the northwest area of Rancho Cucamonga. All new development within this District is required to provide community and local trails for equestrian use in accordance with the Hiking and Riding Trails Master Plan. The intent is to establish a connected system of equestrian trails that provides access to local and regional recreation areas including the National Forest, equestrian facilities, regional parks, and City regional and community trails. Where lot sizes within the Equestrian/Rural Overlay District are insufficient for the keeping of horses, off-site public and private boarding facilities should be encouraged. Land dedication and/or in-lieu fees can be

Figure CS-3: Hiking and Riding Trails Plan

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established in order to acquire land for a public boarding facility within the Equestrian/Rural Overlay District. Figure CS-3: Hiking and Riding Trails Master Plan, identifies the location of the Equestrian/Rural Overlay District.



Heritage Park Equestrian Center includes equestrian arenas, a bullpen, and a large parking lot for horse trailers. The park also connects to surrounding trails.



Community Services Programs

Community Services Programs encompass the numerous and diverse recreational and social services, programs, and activities provided by the City to the community. These programs can be classified in one of the following categories:

- Recreational and Physical Activities
- Cultural and Performing Arts
- Youth Programs
- Special Events
- Human Services
- Older Adult Programs and Services
- Community Services Volunteerism and Fundraising
- Healthy Lifestyles

Recreational and Physical Activities

The City of Rancho Cucamonga provides a diverse selection of recreational and sports activities, programs, and services that utilize the City's extensive network of parks and community centers. A number of non-profit organizations within the community also provide programs and services, such as the Rancho Cucamonga

Family YMCA, Hillside Community Church, and youth sports organizations (including American Youth Soccer Organization (AYSO), Pop Warner Football, Little League, Girls Softball, Rising Stars of Equestrian Therapy, and others). The Alta Loma Riding Club, a non-profit community service organization, operates a variety of events and activities at the Heritage Park Equestrian Center. The City facilitates use of its facilities as well as outdoor school facilities by these groups.

Active Sports Programs

The City has one of the largest and most successful youth and adult sports programs in Southern California. Active sports programs, which are the most popular, include youth, teen, and adult sports classes and leagues as well as swimming and fitness programs. Many of these programs are held at the Rancho Cucamonga Family Sports Center, which experiences heavy use.

Programs include organized sports league play such as flag football, basketball, and volleyball. There are also a variety of sports clinics that are available for different sports and activities. Many non-City organizations, such as Pop Warner Football, Little League, and AYSO operate leagues in Rancho Cucamonga. Table CS-7 identifies some of the active sports programs and activities sponsored by City and non-City organizations.

In addition to the organized sports leagues, Rancho Cucamonga offers a variety of other activities to engage the mind and body. The Healthy RC Initiative includes walking and running clubs, dance classes, yoga, travel programs, language classes, fine arts programs, and the Senior Wellness Pass.

Park and Recreation Commission

The Park and Recreation Commission acts in an advisory capacity to the City Council with respect to park and recreation facility locations, park site planning and facility design and development, operation, maintenance and redevelopment of facilities, fiscal policy recommendations regarding development priorities, grants, fees, and financing mechanisms for furthering the goals of the Community Services Department. The Park and Recreation Commission also advises the City Council on matters pertaining to provision of a quality recreational services and activities program for the community, as well as park and recreation matters referred to the Commission by the City Council or brought to the Commission's attention by others within Rancho Cucamonga. The Commission provides advice and consultation to other City commissions and to staff as requested.

Sports Advisory Committee

The Sports Advisory Committee provides opinions and recommendations on field allocations and issues concerning non-profit youth sports in Rancho Cucamonga. The Sports Advisory Committee is a sub-committee to the Parks and Recreation Commission.

Cultural and Performing Arts

Rancho Cucamonga maintains several venues that accommodate art, music, stage, and dance. Support of the arts has been achieved through City programs, grants and commissions, volunteers, and private and public sector support. Rancho Cucamonga's diversity of cultural arts programs, services, and activities has become a source for community education and enrichment. Continued support and expansion of arts facilities and programs will contribute to the special qualities that separate Rancho Cucamonga from other communities in the Inland Empire.

Table CS-7: Sports Programs and Activities

Program Type	Programs
Adult Sports Classes and Leagues	<ul style="list-style-type: none"> ▪ Basketball ▪ Flag Football ▪ Golf ▪ Jazzercise ▪ Martial Arts and Self-Defense ▪ Racquetball ▪ Soccer ▪ Softball ▪ Softball Umpires' Certification ▪ Swimming ▪ Tennis ▪ Volleyball ▪ Women's Hiking Club ▪ Yoga
Teen Sports Classes and Leagues	<ul style="list-style-type: none"> ▪ Basketball ▪ Bowling ▪ Boxing ▪ Figure Skating ▪ Fitness ▪ Flag Football ▪ Golf ▪ Gymnastics ▪ Ice Hockey ▪ Indoor Soccer ▪ Jazzercise ▪ Racquetball ▪ Roller Hockey ▪ Rock Climbing ▪ Sports Camps ▪ Tennis ▪ Track and Field ▪ Trampoline ▪ Volleyball ▪ Wallyball
Organized Youth Sports Leagues, Classes and Activities	<ul style="list-style-type: none"> ▪ Baseball ▪ Basketball ▪ Bowling ▪ Boxing ▪ Dancing ▪ Deck Hockey ▪ Flag Football ▪ Golf ▪ Gymnastics ▪ Ice Hockey ▪ Ice Skating ▪ Indoor Soccer ▪ Karate or Martial Arts ▪ Pee Wee Sports ▪ Racquetball ▪ Rock Climbing ▪ Roller Hockey ▪ Soccer ▪ Softball ▪ Sports Camps ▪ Tennis ▪ Track and Field ▪ Tumbling ▪ Volleyball
Aquatics Programs	<ul style="list-style-type: none"> ▪ "Learn To Swim" Group Class ▪ Pre-competition Swim Class ▪ Teen Swim ▪ Adult Swim ▪ Semi-Private Lessons ▪ Open Recreation Swimming
Non-City Sponsored Youth Sports Programs	<ul style="list-style-type: none"> Football ▪ Alta Loma Junior All American Football and Cheer Warriors (SoCal JAAF) ▪ Rancho Cucamonga Pop Warner Football and Cheer ▪ Ranch Cucamonga Junior All American Football and Cheer (IEJAAFC) Little League Baseball ▪ Alta Loma Little League ▪ Citrus Little League ▪ Deer Canyon Little League ▪ Rancho Little League ▪ Vineyard Little League Softball ▪ Rancho Cucamonga A.C.E. Youth Softball Soccer ▪ American Youth Soccer Association (AYSO) ▪ California Youth Soccer Association (CYSA) Upward Bound Sports ▪ Flag Football ▪ Soccer ▪ Baseball ▪ Softball

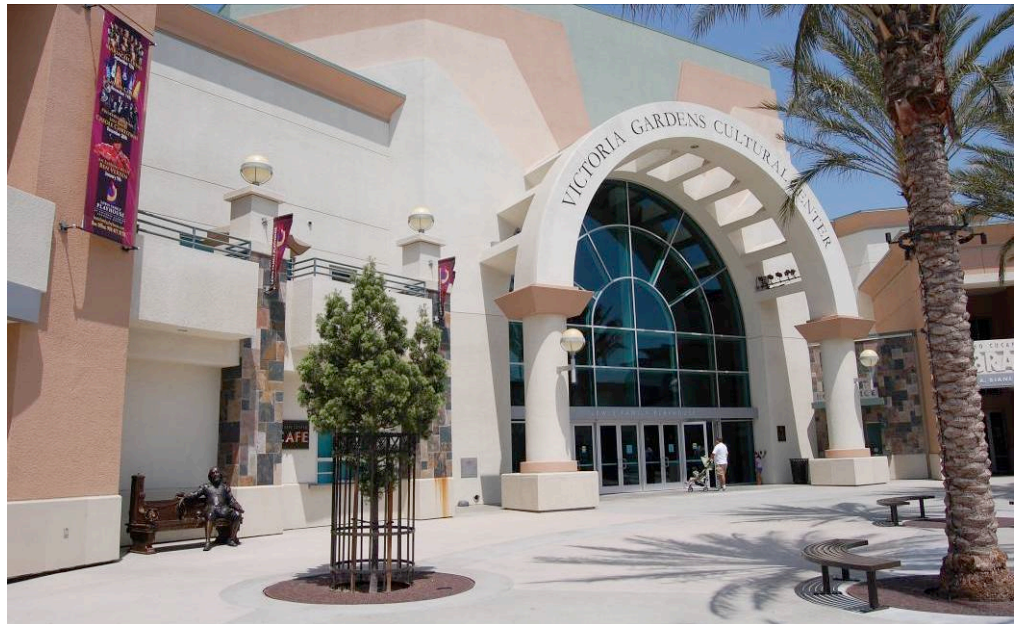
Source: Rancho Cucamonga Community Services Department, RCParks.com, 2009.

Note: This table is a representative listing of available sports and recreation activities as of 2009. Please note that such programs may change over time due to programming needs.

Victoria Gardens Cultural Center

The Victoria Gardens Cultural Center is the centerpiece of cultural facilities in Rancho Cucamonga. This facility, located in the heart of the Victoria Gardens commercial complex, is comprised of three major community facilities: Celebration Hall, the Lewis Family Playhouse, and the Paul A. Biane Library (for further library discussions, see the Library Services section in Chapter 7: Public Facilities and Infrastructure). Celebration Hall is a 4,500-square-foot facility that can be utilized for community meetings or other private events. The Hall has full audio and visual capabilities as well as full on-site catering. The Lewis Family Playhouse is a 536-seat state-of-the-art theater that hosts a wide array of events, from musicals and pop music acts to stand-up comedy and theater for young audiences. The theater boasts professional state-of-the-art production capabilities, a fully equipped control room, a theater studio rehearsal hall, dressing and wardrobe accommodations, and a 2,000-square-foot lobby for receptions. In addition, the design of the Cultural Center spans around and incorporates the one-acre Imagination Courtyard, a public space that can also be programmed to host outdoor events.

Victoria Gardens Cultural Center



Cultural Center Programs

The City offers cultural arts programs for residents of all ages at the Victoria Gardens Cultural Center. Programs include:

- **Professional Headline and Family Entertainment.**
- **The RC Theatre Arts Academy.** The RC Theatre Arts Academy offers performing arts classes for adults, teens, and youth in the areas of acting, singing, musical theater, improvisational comedy, as well as special show-related or performance-related workshops.
- **Theatre for Young Audiences.** Professional theater productions from this program, inspired by classic and contemporary Children's literature, are designed to provide live theatrical experiences geared specifically for school age children and family audiences. In addition, performances for school

groups are supplemented with curriculum-based study guides, which are intended to expand the theatrical experience.

- **The Rancho Cucamonga Community Theatre.** The City manages a theater company that utilizes volunteer/member actors in productions that are professionally designed, produced, directed, and performed on the Lewis Family Playhouse stage.
- **RC Talent Showcase.** The RC Talent Showcase features local performers showcased in a musical review on the Lewis Family Playhouse stage. They are directed and guided by the director, musical director, and choreographer and designed by the Lewis Family Playhouse technical staff.

Chaffey Community Art Association Museum of Art

Relocated to Rancho Cucamonga in 2000, the Chaffey Community Art Association (CCAA) Museum of Art is a gallery located in the north wing of the J. Filippi Winery. The museum houses a permanent collection of paintings and visiting exhibitions. Exhibitions held at the museum have provided a platform for diverse local artists to showcase their work. Past exhibitions have featured artists from the Inland Empire Latino Artists Association, local high school students, and members of the Chaffey Community Art Association.

Wignall Museum of Contemporary Art at Chaffey College

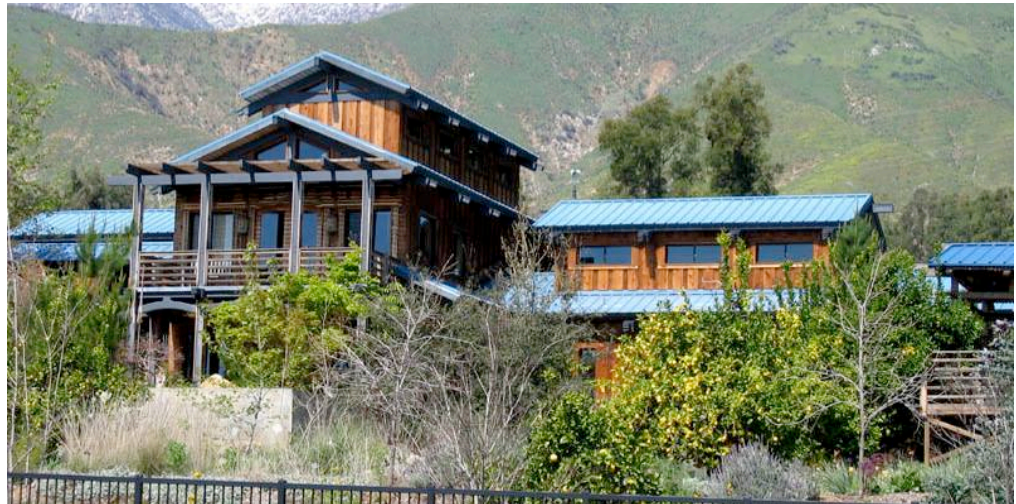
The Wignall Museum of Contemporary Art is dedicated to presenting innovative exhibitions and programs that reflect the scope and diversity of the art. Located at Chaffey College, the Wignall aspires to engage broad and diverse audiences, create a sense of community, and provide a place for contemplation, stimulation, and discussion. The Museum was established in 1972 and presents four to five exhibitions a year. The Museum also features lectures, performances, and educational programs for adults, families, and children.

Sam and Alfreda Maloof Foundation for Arts and Crafts and Historic Residence

Sam Maloof, a furniture designer and woodworker, was described by the Smithsonian Institution as "America's most renowned contemporary furniture craftsman" and *People* magazine hailed him as "The Hemingway of Hardwood." Maloof's work is in the collections of several major American museums, including the Metropolitan Museum of Art, the Los Angeles County Museum of Art, the Philadelphia Museum of Art, and the Smithsonian American Art Museum. Central to Maloof's work and life is the sprawling hand-built residence and adjoining woodshop. Nestled in a lemon grove in Alta Loma, the Maloof residence and woodshop is filled with Maloof furniture and one of America's outstanding arts and crafts collections.

The Sam and Alfreda Maloof Foundation, established in 1994, is committed to creating a pre-eminent center that preserves Sam Maloof's legacy and fosters the arts and crafts movement. A principal responsibility of the Foundation is protection and conservation of the art, furnishings, structures, and grounds entrusted to it. The residence itself is one of the most treasured parts of the collection, reflecting the living spirit of the arts and crafts movement throughout. The Foundation also makes the Maloof Center available to the public, artists, and researchers and is developing a variety of programs, including visiting craftsmen, workshops, and arts and crafts exhibits. Mr. Maloof passed away in 2009, with his legacy and museum continuing.

The Maloof residence, located in a lemon grove in Alta Loma, is open to docent-led public tours.



Historical Museums: John Rains House and Chaffey-Garcia House

The John Rains House, a 1860s-era home, is the oldest burned-brick building in San Bernardino County and one of the oldest in California. It was the original ranch house for the 13,000-acre Rancho Cucamonga, which was an important stop for settlers migrating to California through the desert. The Casa de Rancho Cucamonga Historical Society was organized to assist in the restoration, maintenance, and furnishing of the John Rains House, now a public museum, and on the National Register, in keeping with its 1860 origin. They host a large community Christmas Open House each year.

The Chaffey-Garcia House was built in 1874 by Joseph Garcia, a retired sea captain. On Thanksgiving Day in 1881, Joseph Garcia sold the house to George Chaffey, the founder of the Etiwanda community. The Etiwanda Historical Society has restored the residence and has opened the facility for public tours and community events. They host several large events throughout the year including the annual Mother's Day Tea and the Historical Street Faire held in conjunction with the City's yearly celebration in November.

Kaiser Steel-Fontana Museum

Kaiser Steel was founded by Henry J. Kaiser to provide steel plates for the Pacific Coast shipbuilding industry. During World War II, the company built the largest steel mill in Fontana so it would be safe from coastal attack. The steel mill was the largest one west of the Mississippi River.

Imported steel from across the Pacific Rim captured market share in the 1960s and 1970s, and primary steelmaking ended in the 1980s. The steel mill subsequently closed. The Auto Club Speedway, a racetrack that hosts NASCAR events and other races, is now located on a portion of the former steel mill. The large smelting furnaces of the mill were sold to China, and the rest remains a working steel mill operated by California Steel Industries.

Former employees have opened the Kaiser Steel-Fontana Museum in a classroom at a 1915-era schoolhouse in Rancho Cucamonga to pay tribute to the Kaiser Steel mill and its impact to the Inland Empire. The museum, located on the northeast corner of San Bernardino Road and Hellman Avenue, showcases artifacts and photographs related to the steel mill.

Youth Programs

The Rancho Cucamonga Community Services Department provides a variety of programs and activities specifically intended for youth and teenagers. The programs are aimed at giving children and teens effective tools to learn and grow through a well-planned curriculum, activities, field trips, and socialization. Youth programs include youth day and summer camps, Library storytimes, and the Bookmobile. Teen programs include the Teen Center activities and programs, TRAC (Teen Recreation Activity Club), Teen Connection, teen trips, and babysitting services.

Special Events

Rancho Cucamonga residents are able to participate in special events sponsored by the Community Services Department. Communitywide special events are well attended and create opportunities for the community to come together and celebrate. Concerts in the Park, the July 4th Celebration, Movies in the Park, and the City's Annual Founders Day Community Parade and Celebration are among the most popular family activities.

The Victoria Gardens Cultural Center provides both indoor and outdoor space for special events in Celebration Hall, the Lewis Family Playhouse & Lobby, and the Imagination Courtyard. In addition, the Town Square at Victoria Gardens also provides space for special events. The James L. Brulte Senior Center and Goldy S. Lewis Community Center located at Central Park also provide flexible indoor and outdoor space for special events.

Human Services

Human services programs provide aid to community members in need. Human services can enhance quality of life, promote civic involvement and volunteerism, create a partnership with private organizations, and create a sense of belonging. Human services programs are designed to be responsive to the entire community.

RC Family Resource Center

Transformed from the facility that was once home of the Rancho Cucamonga Senior Center, the RC Family Resource Center is where many non-profit social service groups are centrally located. These social service groups aid the community by providing resources and information on the many services and programs available to families. The RC Family Resource Center provides a link to over 30 non-profit organizations providing food, clothing, counseling and many more social service needs.

Table CS-8: RC Family Resource Center Programs and Services

- | | |
|--|---|
| <ul style="list-style-type: none">▪ Adult English as a Second Language (ESL)▪ At-Risk Family Programs▪ Case Management▪ Citizenship▪ Communication Impairment
(<i>speech, hearing, vision, cognitive</i>)▪ Crisis Response▪ Education Assistance▪ Emergency Food/Clothing | <ul style="list-style-type: none">▪ Family Crisis Intervention▪ Family/Spousal Abuse▪ Financial Counseling▪ Health Insurance Information▪ Life Skills Classes▪ Medical Service Education▪ Mental Health▪ Parenting Classes |
|--|---|

Source: Rancho Cucamonga Community Services Department, RCPark.com, 2009.

Note: This table is a representative listing of available RC Resource Center programs and services as of 2009. Such programs and services may change over time due to programming needs.

Older Adult Programs and Services

Residents over the age of 50 represent a growing demographic nationwide and in Rancho Cucamonga. These residents are looking to become more active in City programs. The Community Services Department's services and programs aim to meet the needs of residents over the age of 50, and focus not only on health and wellness, but also include social events, expressive arts, nutrition, fitness, and educational and recreational classes. Older residents who face mobility, economic, and medical care challenges can find support and referrals. Most programs, services, and classes are held at the James L. Brulte Senior Center. Senior Center staff coordinates recreational, self-enrichment, and educational programs. They also plan activities, trips, and special events throughout the year, as shown in Table CS-9.

Senior Advisory Committee

The Rancho Cucamonga Senior Advisory Committee was formed in 1991 to advise the Park and Recreation Commission and staff on matters pertaining to programs, projects, and issues that address the concerns and needs of older adults. The Committee consists of 20 members appointed by the City Council. The mission of the Senior Advisory Committee is to:

- Advise the Park and Recreation Commission on the concerns of the elderly
- Advise on the development and operation of programs relating to seniors
- Assist in developing worthwhile activities and services pertinent to senior matters
- Build a community consensus for senior projects and programs
- Provide a forum for information on important community senior issues
- Explore and develop activities/issues that will promote positive senior relations in the community

Older adults are encouraged to contact the Senior Advisory Committee to express their feelings on any senior issue.

Table CS-9: Older Adult Programs and Activities	
Program Type	Programs
Drop-in Activities	<ul style="list-style-type: none"> ▪ Billiards ▪ Bingo ▪ Birthday Parties ▪ Board Games ▪ Card Games ▪ Hospitality Dinners ▪ Movies ▪ Pinochle ▪ Puzzles ▪ Senior Gym with Workout Equipment ▪ Senior Library ▪ Special and Mini-Events ▪ VIP Club Sunday Suppers/Games
Educational and Life Enrichment Classes and Activities	<ul style="list-style-type: none"> ▪ Acting ▪ Aerobics ▪ Arthritis Exercise ▪ Autobiography ▪ Calligraphy ▪ Ceramics ▪ Chess ▪ Computer ▪ Crafts ▪ Creative Writing ▪ Dancing ▪ Drawing ▪ Driving Classes ▪ Fitness ▪ Genealogy ▪ Painting ▪ Quilting ▪ Knitting and Crocheting ▪ Photography Club ▪ Round Dancing ▪ Senior Chorale ▪ Foreign Language ▪ Stretching and Flex ▪ Tai Chi
Health and Wellness Services	<ul style="list-style-type: none"> ▪ Agewise Peer Counseling ▪ Better Breathers Club ▪ Blood Pressure Screening ▪ Health Screening Clinic ▪ Hearing Clinic ▪ Informational Seminars ▪ Medicare Counseling ▪ Senior Gym with Workout Equipment ▪ TOPS and Women’s Wellness Seminars
Special Events	<ul style="list-style-type: none"> ▪ Billiards Tournament ▪ Cinco De Mayo ▪ Fashion Show ▪ Fourth of July ▪ Golden Follies ▪ Halloween Party ▪ Hoedown ▪ Ice Cream Social ▪ Mardi Gras ▪ Mother’s Day Brunch ▪ New Year’s Eve Party ▪ Picnic in the Park ▪ St. Patrick’s Day ▪ Senior Fine Arts Show ▪ Spring Fling ▪ Valentine’s Day Party
Other Programs and Interest Clubs	<ul style="list-style-type: none"> ▪ Better Breathers ▪ Bingo Club ▪ Parkinson’s Support Group ▪ Pinochle Club ▪ TOPS ▪ VIP Senior Club ▪ Women’s Club ▪ Meals Program ▪ Excursions and Trips ▪ Volunteering

Source: Rancho Cucamonga Community Services Department, RCPark.com, 2009.

Note: This table is a representative listing of available Older Adult programs and services as of 2009. Such programs and services may change over time due to programming needs.

Community Services: Volunteerism and Fundraising

Volunteering keeps the mind active, combats social isolation, and provides a sense of community and belonging. Volunteers are an integral part of Rancho Cucamonga’s programs and services. Volunteers also reap benefits such as acquiring new skills, meeting new people, gaining valuable work experience, making professional

contacts, building self-confidence, and improving the quality of life in the community. Volunteers give the City the ability to strengthen existing programs and services as well as develop new ones. Volunteer opportunities include coaching, office support, staging events, and teaching classes. Volunteers of all ages log tens of thousands of hours each year.

Rancho Cucamonga Community Foundation

The City has established a Community Foundation to provide local businesses and community members with the opportunity to make tax-deductible donations. Money raised by the Foundation is used primarily to fund new or enhanced programs, with an emphasis on developing performing arts programs.

The mission of the Community Foundation is to generously support arts programming at the Victoria Gardens Cultural Center and throughout and beyond the Rancho Cucamonga community by annually raising substantial funding and effectively managing resources.

Healthy Lifestyles

In the General Plan, a healthy community has been defined as including three distinct components: Healthy Minds, Bodies, and Earth. Implementation of these components is addressed through various Community Service programs.

Healthy Minds

A Healthy Mind is reflected in quality education, life-long learning, appreciation of heritage, culture, arts, social support, increased creativity, and a constant improvement of knowledge. Examples of ways in which the City promotes Healthy Minds include two library locations and support of the Lewis Family Playhouse at the Victoria Gardens Cultural Center.

Healthy Bodies

Goals, policies, and implementation actions that address the Healthy Bodies theme are those that are intended to improve physical health. Exercise programs and classes, healthy diets, nutrition classes, sports leagues, and recreational facilities are all elements that contribute to physically active lifestyles that support healthy bodies. Rancho Cucamonga currently promotes healthy bodies through its numerous sports leagues, fitness programs, various health-conscious classes, health education, senior nutrition workshops, recreational trails, and a large variety of recreational facilities. Through the Healthy RC Initiative, the City will continue to expand what is offered, as resources become available.

Healthy Earth

A Healthy Earth emphasizes the health of the environment and an understanding of the limitation of our resources. Goals, policies, and implementation actions that help the City conserve resources, promote clean air and water, and generally further City efforts to move toward sustainability all promote a Healthy Earth. The City has widely promoted energy efficiency and water conservation efforts such as using recycled water for public landscaping and introducing clean fuel vehicles into the City fleet. The City processed a Development Code Amendment to allow residents to use

artificial turf in lieu of lawns to help conserve water. The City also implemented a Water Efficient Landscaping Ordinance in 2009.

A key City goal is to reduce greenhouse gas emissions consistent with statewide objectives. The primary strategy involves integrating land use and transportation planning, particularly along major corridors. The City promotes Mixed Use development that can take advantage of future bus rapid transit along Foothill Boulevard. Anticipated bus rapid transit service along Haven Avenue can connect office developments and residential neighborhoods with Chaffey Community College and the LA/Ontario International Airport. Planning initiatives in the Community Mobility Chapter will expand opportunities for walking and biking and thereby reduce vehicle use and greenhouse gas emissions.

In addition, the City is pursuing sustainable development approaches with use of a green building program aimed at energy conservation, renewable energy sources, water efficiency, reducing CO₂ emissions, improving indoor environmental quality, and resource stewardship. Strategies and policies focused on sustainable practices can be found in Chapter 6: Resource Conservation.

Health Issues

Decreases in physical activity as a result of increasingly sedentary lifestyles (sitting in cars for hours, sitting at a desk all day, busy schedules with no time for the gym or exercise) has contributed to a rise in health issues. Studies show that adults and children within communities in San Bernardino County are less physically active than others in California. Studies also show that the decrease in activity has resulted in a trend of increasing rates of obesity, asthma, diabetes, and hypertension. Awareness of health issues in Rancho Cucamonga led to the establishment of our Healthy RC Initiative, in which our community can be a healthy place to live, work, and play.

The City is committed to reducing the negative health impacts from a lack of activity by creating a diverse palette of programs under the Healthy RC banner, adjusting the land use patterns, and enhancing the circulation system. This Plan provides residents, visitors, and people who work in the City with options that will allow them to walk more, eat healthier, and to get around the City without using an automobile. This Plan will lead to a robust circulation system, more healthy dining options, and better connectivity between land uses.

Providing Access to Healthy Food Options

The City of Rancho Cucamonga supports increasing access to healthy, locally grown foods by invigorating the community's interest in farmer's markets, community and school gardens, and home-grown foods. The City has been very aggressive in developing strategic partnerships such as targeted grants from the Robert Wood Johnson Foundation, the Northtown Partnership, and coordination with the San Bernardino County Public Health Department. Ideas that are already in place, or are supported by the City include:

- **Community Gardens.** Community gardens are any piece of public land that is gardened and tended by the community. Community gardens can be located in urban, suburban, or rural areas. Community gardens can be used by the community to grow vegetables for personal use or can be dedicated for "urban agriculture" where the items grown are used for a market. Community gardens have many benefits, including reducing food budgets for families, providing healthy foods options, and providing another form of recreation space to the community.

- **School Gardens.** School gardens are similar to community gardens, except these gardens are located on a school site. School gardens can grow healthy produce for children to eat, but more importantly, they can provide an educational experience for children to learn how to grow fruits and vegetables and learn about healthy eating habits. Several schools in the City are already participating in school gardens.
- **Access to Better Prepared Food Options.** Healthy RC partners with restaurants located within the City to offer healthy dining options. In addition, the City has been encouraging local convenience markets to broaden their selection to include a better selection of fresh fruits and vegetables.
- **Access to Fresh Fruits and Vegetables: Farmers' Markets.** Farmers' markets provide a physical place for farmers and food artisans to directly sell their food to the public. Farmers' markets can be permanent or temporary, and can occur in private buildings or public spaces. Farmers' markets provide support for area farmers and businesses and provide an opportunity for the community to purchase fresh, locally grown foods. A "certified" farmers' market indicates that the farmers are approved by the San Bernardino County Department of Agriculture/Weights and Measures as a certified producer that has met fruit and vegetable quality standards.
- **Edible Estates.** An edible estate is a property where agriculture is integrated into private landscapes and property. Related to the age-old concept of a backyard garden, an edible estate distinguishes itself from the typical backyard garden by incorporating the front yard areas of a property for growing food.

Healthy RC Programs

The City of Rancho Cucamonga has long been dedicated to offering residents opportunities for improving their health and fitness. In addition to traditional sports programs, the City has implemented Healthy RC programs, consistent with the Healthy RC Initiative. Some of the examples of the Healthy RC programs include the following:

- **The Healthy RC Challenge.** Uses online software to track and motivate participants as they work towards a healthier lifestyle. The program encourages participants to walk and run more, and create a more active lifestyle.
- **Healthy RC Walking and Running Clubs.** Promote healthy lifestyles, motivate families to be active and collectively walk or run together.
- **Senior Healthy Habits.** Challenges seniors to make the commitment to improve their health by participating in healthy programs at the James L. Brulte Senior Center. Senior Healthy Habits encourages older adults to participate in multiple health-related programs.

Community Services Issues

Key issues relative to park facilities, recreational programs and services, and hiking and riding trails are:

- **Parks and Special Use Facilities.** With a growing population, the City must continually provide new park facilities and maintain existing park facilities to adequately meet the needs of a growing community. As of 2009, the City had not yet met the goal of 5.0 acres of parkland for every 1,000 residents.
- **Sports Fields.** Organized sports programs have created a demand for more baseball/softball and soccer fields. Many neighborhood parks provide space for organized sports, but typically have insufficient parking spaces to meet the demand. This has caused issues with surrounding residential neighborhoods due to parking spillovers during events.
- **Regional Trails.** Many designated north and south regional trails have not been developed or opened for public access. Many of these trails follow creek drainage channels where permission from other agencies is required through an agreement, and funding sources need to be pursued to construct trails. Many of the regional trails that provide access into the National Forest are also not completed.
- **Community and Local Feeder Trails in the Equestrian/Rural Areas.** Many of the planned trails in Alta Loma and Etiwanda are incomplete. Gaps in the trail system require hikers and riders to connect to completed trails by using streets or crossing private property. Completing and connecting unfinished or incomplete trails may be a priority; however, limited funding may make completion of these trails a challenge.
- **Trail Access.** There are several community trails identified on the Hiking and Riding Trails Master Plan that include sections where the general public has traversed private property for a number of years to gain access to another public trail. Some residents have expressed concern about hikers trespassing on private property to gain access into the National Forest and other public areas. The General Plan recognizes that such “informal” trails exist and requires that developers take such informal trails into consideration in the layout of a proposed project. The final location of trails within a project should be based on a number of factors, including the conditions of the site, the development concept, circulation plan, and the desired connections to off-site trails. Some of these informal trails are not mapped and/or are not part of the Hiking and Riding Trails Master Plan.
- **Community Services.** The City historically has provided high levels of recreation, community, youth and family, and older adult services that meet changing community needs. Maintaining and improving this level of service may be challenging given limited funding resources and demographic changes.
- **Older Adult Services.** Rancho Cucamonga, like the rest of the country, can anticipate an increase in the number of older adult residents as the “Baby Boomer” generation ages. There will be an increasing demand for social services; however, “Baby Boomers” are expected to remain active throughout all life stages, and consequently, more older adults should be available to take

on active volunteer roles in Rancho Cucamonga and contribute to the success of all social service programs.

- **Access to Health Care Facilities.** Although most health care is privatized, the provision of health care facilities within the City is crucial to keeping the community healthy. Rancho Cucamonga is home to many small and private medical facilities. The Rancho San Antonio Medical Plaza is a specially designed 70,000-square-foot outpatient center supported by the San Antonio Hospital system. The facility offers urgent care, diagnostic and therapeutic services, and educational programs, as well as physician offices. The Rancho Specialty Hospital is a specialty 55-bed facility specifically intended for long-term acute care.

No major medical campuses or facilities are located in Rancho Cucamonga. The closest major hospital is San Antonio Community Hospital located in Upland. Additionally, there are no free San Bernardino County health clinics in the City. The nearest County clinics, which offer limited healthcare services, are located in the neighboring cities of Ontario and Fontana.

Community Services Goals and Policies

The following goals and policies are aimed at providing guidance and policy direction regarding Community Services in Rancho Cucamonga. Community Services in the City are a high priority and contribute to creating a high quality of life. The goals and policies allow for the continued expansion, improvement, and maintenance of community facilities and services so that future Rancho Cucamonga residents can enjoy what many residents value today.

GOAL CS-1: Provide attractive, high-quality community services facilities that adequately meet the community's need.

Policy CS-1.1: Provide adequate park and recreational facilities that meet the City standard of 5.0 acres of parkland (including trails and special facilities) for every 1,000 persons.



Discussion: Rancho Cucamonga has set a high standard of providing 5.0 acres of parkland for every 1,000 residents. The National Park and Recreation Association recommends cities attain a park ratio of 3.0 acres of parkland per 1,000 residents. With the City's extensive park system, diverse special use facilities, and comprehensive trails, the City is committed to providing adequate community service facilities accessible to all residents in Rancho Cucamonga. However, with the population increasing in the City, Rancho Cucamonga City leaders will have to continually work to acquire and develop parks and community services facilities to meet this high standard.

Policy CS-1.2: Develop parks that contribute to active and healthy lifestyles, and allow for a balanced commitment to both organized recreation activities and passive park environments.

Discussion: This General Plan focuses on pursuing the Healthy RC strategies of improving the Mind, Body, and Earth for the Rancho Cucamonga community. This policy establishes the importance of recreational and physical activities, as well as passive and leisurely park environments to contribute positively to the Mind and Body.



Policy CS-1.3: Continue to develop Central Park as envisioned in the Central Park Master Plan.

Discussion: As of 2009, a portion of Central Park has been built that includes the James L. Brulte Senior Center and the Goldy S. Lewis Community Center as well as outdoor areas. The Central Park Master Plan, prepared by a broad-based citizen task force and subsequently approved by the Park and Recreation Commission and the City Council, provides guidance on the remaining unfinished portions of the park. Future Central Park development should reflect what was envisioned in the Central Park Master Plan.



Policy CS-1.4: Pursue developing an outdoor special use facility that includes a multi-field sports complex.

Discussion: The Community Services Department is pursuing the development of a regional sports center. The sports center would help alleviate overcrowding in some neighborhood parks that serve many non-profit youth sports organizations and provide opportunities for regional and State-wide tournaments.



Policy CS-1.5: Continue to require new development to provide needed park facilities through the various measures and tools available to the City (e.g., in-lieu fees and/or land dedication).

Discussion: This policy is intended to provide for turnkey parks that may be part of large-scale residential development projects. At the discretion of the Community Services Director and the City Engineer, some of the improvements and facilities may be phased to correspond with the phasing of neighborhoods. The developer and Community Services and Engineering Departments will coordinate on park planning and design.

Funding for capital improvement costs largely comes from park in-lieu (Quimby Act) fees and special grants. To attain the planned park and recreation system, the City will need to evaluate and pursue alternative sources of funds, including developer impact fees, concessions, sale or lease of surplus land, grants, Redevelopment Agency funding, Certificates of Participation, bonds, user group contributions, and others.

Policy CS-1.6: 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.



Discussion: The City has identified a number of proposed park sites within flood control areas or utility corridors in the community. The City and utility providers can design these sites for joint use, or these sites may ultimately be purchased when deemed as surplus land by the utility district. This approach is particularly valuable in developed areas of the City where parkland is deficient and suitable vacant land is unavailable.

Schools represent an important opportunity for the City to supplement the park and recreation system and meet existing and future demands, particularly for game fields. The City should consult with the school districts to help coordinate and support joint use agreements between individual schools and sports leagues.

Policy CS-1.7: Encourage public safety and compatibility with adjacent uses through park location and design, including the location of buildings, lighting, parking, public transit, emergency access, and pedestrian/bicycle access.

Discussion: The City prepares individual park master plans as new parks are dedicated or acquired and developed. This process involves close coordination with City staff and the developer in the proper siting of a park and identification of park facilities. The objective is to ensure that parks and their operations are “good neighbors” to surrounding uses. The Recreation Needs and System Recommendations Study has generally located future park sites based on service areas to cover the community, which will be used as one of the elements for locating future park sites. Issues related to land use compatibility, housing orientation to a park site, vehicular and pedestrian access, parking, the location of various facilities, and lighting are addressed in a park master plan. In addition, the parks planning effort addresses public safety, police patrol, emergency access, and the needs of special population groups and cultural interests.

Policy CS-1.8: Continue to build, renovate, and maintain parks in a manner that is environmentally sustainable.



Discussion: Pursuing methods to conserve energy and water resources and using fertilizers that are non-toxic can help cut City costs, and are also beneficial for the environment. These efforts are indicative of the Healthy RC concepts that are inherent throughout the General Plan.

Policy CS-1.9: Develop intermediate sized (10-12 acre) parks with lighted athletic fields and appropriate parking to accommodate community sports programs.



Discussion: The demand for organized sports has grown and will continue to grow into the future. Providing adequate and appropriate facilities is important.

GOAL CS-2: Provide high-quality Community Services programs and services that provide opportunities for recreational, physical, and educational activities for residents of all ages.

Policy CS-2.1: Integrate Healthy RC activities, classes, and programs with recreational services that contribute to the health, fitness, and minds of participants.



Discussion: Healthy RC is an important component of this General Plan Update. Many of the Community Services programs and services contribute significantly to Healthy RC, by benefiting minds and bodies. Sports and recreational classes (e.g., sports classes and leagues) allow for physical activities, which are related to a Healthy Body. Education-related classes contribute to a Healthy Mind.



Policy CS-2.2: Provide high-quality Community Services programs that are flexible and responsive to the community's changing needs.



Discussion: Rancho Cucamonga enjoys a high rate of residents participating annually in City recreation programs. Active sports programs continue to be the most popular. These include youth, teen, and adult sports classes and leagues, as well as swimming and fitness programs. The recreation programs and facilities are well managed, and staff responds to community needs through a variety of proactive methods.

Policy CS-2.3: Plan and conduct community special events that bring residents together to create an enhanced quality of life and promote economic development.



Discussion: This policy is aimed at continuing to promote and develop special events that enrich the lives, celebrate and honor diversity, and bring all residents together in Rancho Cucamonga. These events can also attract residents from neighboring cities.

Policy CS-2.4: Continue to consult with non-profit sports organizations and recreational groups to support their offering of diverse recreational programs that complement and supplement those of the City.



Discussion: Rancho Cucamonga's numerous non-profit sports organizations support organized sports leagues throughout the City. With a high demand for sports fields, it is important to work with these non-profit organizations and the school districts to ensure that there is appropriate field space for all leagues and there are no impacts to surrounding residential neighborhoods.

Policy CS-2.5: Continue to make community facilities and park amenities available for rental by community residents, non-profit groups, and businesses to meet their recreational and business needs.



Discussion: Community access to the City's facilities and park amenities is important to Rancho Cucamonga. One aspect of this policy is to ensure that every individual, private business, and non-profit group has equal access to utilize the City's facilities.

Policy CS-2.6: Continue broad-based public outreach activities that inform residents of all available Community Services programs and services, and obtain input from the community regarding program and service needs.



Discussion: The Grapevine newsletter and City's website, among other sources, are important resources that inform the public about the Community Services Department's available programs and classes.

GOAL CS-3: Provide comprehensive and multi-faceted cultural arts programs and services that provide entertainment and educational opportunities to the Inland Valley region.

Policy CS-3.1: Continue to provide and enhance a variety of performing arts productions at the Lewis Family Playhouse for all ages and interests.



Discussion: The Lewis Family Playhouse is the centerpiece for providing cultural arts activities and programs in Rancho Cucamonga. The City will work to continue and expand these services, and find methods to market and generate community interest

Policy CS-3.2: Produce performing and visual arts activities that will stimulate the mind and intellectual thinking of community members.



Discussion: The visual and performing arts curriculum is integral to the overall development of the mind. Whether it is performing art or visual art, these performances and artworks can stimulate imagination, provoke critical thinking, and elevate the human spirit for residents of all ages, from school children to older adults.

Policy CS-3.3: Actively engage community members in arts activities, and utilize the arts to provide educational and cultural awareness opportunities to the community.



Discussion: Rancho Cucamonga is proud of offering diverse programs and opportunities for community members. In addition to sports, a balance of activities that nurture those that are creatively or artistically inclined is important.

Policy CS-3.4: Provide opportunities for local artists to create and display their work.



Discussion: This policy helps cultivate local art talent by providing local artists with venues and events for the visual arts. This policy advocates providing a forum and outlet for artwork/artists that are inspired by community art programs.

Policy CS-3.5: Support arts activities, programs, events, and facilities for patrons to enjoy shared experiences and create a more cohesive community, but also to enhance the economic vitality of the City.



Discussion: Regionally attractive venues and large events draw people from all over the Inland Empire and allow for sharing experiences that help start conversations and discussions among those who participate. Conversations and discussions can lead to friendships and enhanced social interaction within the community.

GOAL CS-4: Provide integrated human services programs and activities for community members.

Policy CS-4.1: Continue the effective operation of the RC Family Resource Center, which offers human services referrals and activities to families and individuals.



Discussion: The RC Family Resource Center provides valuable services for those residents who are in need of social assistance. This policy encourages and promotes the maintenance of these services.

Policy CS-4.2: Monitor and research the ever-changing human service needs of the community, and develop action plans to address those needs through partnerships with service agencies.

Discussion: Continual growth of the City and changing population demographics will require ever-changing human service programming needs. Services that are responsive to specific needs are necessary to ensure a healthy community.

Policy CS-4.3: Identify innovative funding and development opportunities to support and sustain a responsive human services network.

Discussion: Without financial resources, providing the expected level of services is impossible. We must be creative in the way we seek funds to expand the resource pool.

Policy CS-4.4: Encourage resident input and utilize demographic data, partnerships, volunteers, and existing resources to meet human service needs.



Discussion: With resources limited, it is important to anticipate potential needs early on to secure funding and resources. Utilizing demographic information will allow for better choices and to maximize resources.

Policy CS-4.5: Provide door-to-door transportation options for older adults and residents with mobility challenges.

Discussion: Many residents are unable to take advantage of community services programs due to limited mobility. Whether this is because of age or other issues, it is important to engage these citizens and allow them to benefit from the opportunities provided. The City shall continue to develop methods of providing transportation with the “Silver Fox” program and other means.



GOAL CS-5: Engage community individuals, organizations, and businesses in the on-going support of all Community Services programs and activities through fundraising, volunteerism, and partnerships.

Policy CS-5.1: Continue to offer and potentially expand volunteer and fundraising opportunities.

Discussion: Volunteering allows residents of all ages, particularly teenagers and older adults to gain and share wonderful knowledge and experience through the community services the City provides. At the same time, volunteering benefits the City by providing low-cost employee support that allows the City to expand its range of services.



Policy CS-5.2: Continue and expand the development of community partnerships to offer services to meet residents' needs.

Discussion: Involving the community (individuals, organizations, and businesses) helps supplement programs and services offered by the City.

Policy CS-5.3: Develop and implement Community Services programs and activities that meet the needs of specialized populations through the development of community partnerships.



Discussion: Rancho Cucamonga has provided special needs advisory groups for population groups such as teens and older adults, “to have a say” in the types of programs and services they want and need. These focus groups should target members from non-profit organizations, residents, and service providers. Input from these groups shall provide guidance and direction in providing community services programs and activities targeted toward any special needs population.



Policy CS-5.4: Provide support for volunteer groups that conduct special activities open to the entire community.

Discussion: Rancho Cucamonga has always taken pride in the high level of participation by volunteer organizations to supplement services and programs provided by the City. A well-coordinated plan to partner with such organizations greatly enhances the ability to deliver the necessary services.

Policy CS-5.5: Utilize nonprofit agencies to help recruit volunteers and promote volunteer services.

Discussion: In partnership with nonprofit agencies, the City shall develop outreach programs and networking opportunities so that residents interested in volunteerism can find the appropriate opportunity.



Policy CS-5.6: Continue to support and expand on the successful fundraising of the Rancho Cucamonga Community Foundation.

Discussion: The Rancho Cucamonga Community Foundation has been a fruitful one for the City and should be expanded if possible. This process has enhanced the capacity of the City to take advantage of valuable corporate programs.

GOAL CS-6: Provide a safe, comprehensive network of interconnecting off-road trails with amenities that connect neighborhoods, parks, schools, open space, employment areas, retail services, other activity areas, and areas outside the City.

Policy CS-6.1: Provide a comprehensive, interconnected off-road trail system that provides alternative mobility choices throughout the entire City and increases connectivity.



Discussion: The implementation of a well-designed, interconnected system of riding, bicycling, walking, and hiking trails throughout the community continues to be a priority for residents. The desire to have safe off-road access to local and regional parks, recreation facilities, habitat preserves, national forest lands, and residential and commercial areas is a priority. The desire to see the trail system create a “country and rural atmosphere” through the integration and design of a natural open space setting is important. The Trails Implementation Plan is consistent with and carries out the intent and vision of the General Plan with respect to trails.

Policy CS-6.2: Connect trails in Rancho Cucamonga to trails in the San Bernardino National Forest and other hillside open space areas. These trails shall include trailheads with vehicle parking and other amenities.



Discussion: The Citywide trail system incorporates planned public hiking and riding trails, in addition to the many private trail easements within the equestrian areas. The proposed backbone of the Citywide trail system are regional trails that act as “long distance connectors” to parks, scenic canyons, and other open spaces surrounding Rancho Cucamonga. To create this backbone of regional trails, trails in Rancho Cucamonga must connect to trails in the San Bernardino National Forest, such as the 2.3-mile-long Cucamonga Canyon trail.

Policy CS-6.3: Continue to incorporate, where feasible, regional and community trails along utility corridors and drainage channels.



Discussion: The network of utility corridors and drainage channels within Rancho Cucamonga provide off-road north to south and east to west trail opportunities citywide.

Policy CS-6.4: Continue to maintain and pursue the development of planned trails and facilities for equestrian use within the Equestrian/Rural Area designation.



Discussion: The majority of north Alta Loma and Etiwanda, including the Sphere of Influence area, is designated as an Equestrian/Rural Area in the General Plan, Trails Implementation Plan, and Development Code. The Area is characterized by larger single-family lots intended for the keeping of horses and other animals. Hiking and riding trails within this area should provide for equestrian use where feasible, in accordance with the design standards contained in the Trails Implementation Plan. In particular, the City will require that residential lots within the Equestrian/Rural Area include Local Feeder Trails at the rear of lots, wherever feasible. Inclusion of equestrian trails outside the Rural/Equestrian area may be necessary to allow for appropriate trail connections.

Policy CS-6.5: Improve existing trails by removing barriers, applying sustainability concepts, improving safety and function, and providing access to adjacent trails.



Discussion: When Rancho Cucamonga was incorporated, the City inherited equestrian trails that were developed without consistent design standards or proper connections between trail segments. The Trails Implementation Plan includes a detailed listing of recommended improvements to these older trails. The capital improvement projects related to existing trails are reviewed as part of the preparation of the City's overall 5-Year Capital Improvement Plan. Ensuring the maximum use and benefit of the existing trail system is a long-range objective.

Policy CS-6.6: Require new development to provide access to adjacent trails and provide appropriate trail amenities (e.g., benches, drinking fountains, hitching posts, bike stands, and other amenities) for all new projects located adjacent to regional or community trails.



Discussion: It is the City's desire to enable trail users to stop at convenient locations to either rest or exit from the trail and move into commercial areas to shop, eat, or conduct business. The City's intent is to encourage commercial projects to provide trail amenities on their site that would attract and accommodate trail users. The City will continue to monitor access points from unauthorized closures.

Policy CS-6.7: Continue to credit publicly accessible trail-way acreage towards meeting parkland dedication standards.



Discussion: Implementation of the planned Hiking and Riding Trails System is a priority for the community. The City has therefore established criteria for allowing development of a trail to be credited towards a project's parkland dedication requirements, subject to the approval of the City Council.

GOAL CS-7: Encourage healthy lifestyles for all Rancho Cucamonga residents.

Policy CS-7.1: Consider all opportunities to encourage community gardens and similar community gathering places.



Discussion: Community gardens can encourage social interaction and bonding amongst those that share the gardens, can help produce healthy "home-grown" foods, and can help in reducing a family's food budget. Community gardens can also provide a recreational opportunity for those community members who enjoy gardening.

Policy CS-7.2: Provide all Rancho Cucamonga residents with convenient access to healthy, locally grown fresh foods.



Discussion: Through Development Code land-use amendments and community partnerships, the City can encourage improved access and availability to healthy food in the community.

Policy CS-7.3: Support the managed growth of complementary medical facilities.



Discussion: While there are no major medical facilities in Rancho Cucamonga, the nearby San Antonio Community Hospital is close enough to fulfill this need and serve a regional market. Rancho Cucamonga would benefit from supporting the growth of smaller, complementary medical facilities such as clinics, medical offices, and medical laboratories to help provide more routine medical services within the community.

Policy CS-7.4: Support the San Bernardino County Health System, and local hospitals and clinics, in their efforts to offer a broad array of healthcare services for Rancho Cucamonga.



Discussion: The community has the support of many health care providers, private and public, that respond to community care and health needs. Although there are no San Bernardino County free clinics or a major hospital within City boundaries, partnerships and support of healthcare services will enhance health care services in the community.

Policy CS-7.5: Provide public education regarding practices that promote good health.



Discussion: Public education and proactive prevention are the most effective ways of deterring serious health problems. This policy will help the City with awareness of health issues and will serve to instill healthy practices in the daily lives of residents.

GOAL CS-8: Continue to provide programs, activities, and services for older adults at the James L. Brulte Senior Center at Central Park.

Policy CS-8.1: Continue organizing and funding City-sponsored programs, activities, and services for older adults at the James L. Brulte Senior Center.



Discussion: As the local population ages, it is vital that older adults have the opportunity for good mental and physical health. The City takes great pride in its state-of-the-art Senior Center, which has become the community hub for all activities focusing on older adults.



Policy CS-8.2: Continue reaching out to inform older adults in the community of programs, activities, and services offered at the James L. Brulte Senior Center.



Discussion: The Senior Center provides a wide range of programs meeting the needs of a diverse population. However, the system only works when there are adequate levels of participation. It is imperative to constantly reach out to older adults and inform them of the many programs available to them.

Policy CS-8.3: Consult with older adults in the community to develop programs, activities, and services that are responsive to their needs and wants.



Discussion: The needs of older adults is changing and evolving. The best way to deliver the appropriate services is by engaging potential users in the development of programs, activities, and services and continuing the Senior Advisory Committee.

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Chapter 6: Resource Conservation

R A N C H O C U C A M O N G A G E N E R A L
P L A N

Introduction

In real estate, it is said that location is everything. Rancho Cucamonga residents are proud of their City's favorable location and setting, and its diverse environment. The City features views of picturesque snow-topped mountain peaks, foothill canyons flowing with creeks and streams, open spaces with natural habitat blanketing the foothills, and a few vineyards and citrus groves that serve as a reminder of the agricultural heritage of the region.

Contained within this environment are valuable natural resources. For example, canyon creeks provide precious water sources, open spaces foster wildlife diversity, and alluvial fans from the mouths of the canyons have supplied mineral resources. Rancho Cucamonga is fortunate to have access to these resources because they are important to the City's environmental health and long-term sustainability.

This Chapter focuses on preserving, protecting, conserving, re-using, replenishing, and efficiently using Rancho Cucamonga's limited natural resources that include water, open space, sensitive habitat, agricultural lands plus flora and fauna. This Chapter also includes discussion about the management of energy resources and green building opportunities as they relate to quality of life and sustainability issues. Such issues are also a policy focus of Healthy RC.

Chapter 6: Resource Conservation

This Chapter consists of the following sections:

- Open Space Resources
- Mineral Resources
- Agricultural & Cultural Resources
- Water Resources
- Energy Resources
- Green Buildings
- Wildlife Resources

Achieving Our Vision

The vision for Rancho Cucamonga includes the preservation and conservation of natural resources that comprise the local environment. These natural resources include open spaces, water resources, energy, and wildlife. The City of Rancho Cucamonga's vision for resource conservation is reflected in the following Spirit of Rancho Cucamonga Guiding Principles:

The Spirit of Community

- Through programs such as Healthy RC, we inspire a lifestyle that embraces a Healthy Mind, Body and Earth. We support lifelong learning and enrichment, active and healthy living, and environmental sustainability. These values are reflected in our programs and facilities for our residents and businesses. The high quality of services the City provides strengthens community bonds and contributes to healthy lifestyles.

The Spirit of Heritage

- We promote the use of citrus and vineyard plantings to remind us of our agricultural past.
- Our outstanding views of the mountains, the varied natural topography of the area, and the trails that allow us to access these open spaces are an asset and must be preserved.

The Spirit of Leadership

- We have a strong dedication to community planning. The quality of our built environment is by design. Our government leads by example. We are committed to achieving higher standards for community development, architecture, and landscaping. Our streetscapes reflect the high-quality development that we demand while embracing the concept of water conservation and ease of maintenance.
- We promote sustainable neighborhood and building design.

The Spirit of Tomorrow

- Rancho Cucamonga will lead the way to a healthy environment. We are committed to environmental sustainability, which means meeting the needs of the present while conserving the ability of future generations to do the same.
- We are dedicated to a sustainable balance in land use patterns (residential, business, educational, agricultural, recreational, open space, and historic uses) and supporting transportation.
- We are proactive in the design and use of lands within our Sphere of Influence, being vigilant in maintaining open space wherever possible.

Open Space Resources

Open space is defined as any parcel or area of land that is essentially unimproved and devoted to uses such as natural resource preservation, managed production of resources, outdoor recreation, and public health and safety. Open spaces can be found throughout the City. Natural open spaces are primarily located in the hillsides and Sphere of Influence areas of the City, while urban open spaces, such as developed parks and open plazas can be found in the built areas of the City.

Preservation of open space benefits environmental sustainability and promotes the Healthy RC Initiative. Open space allows the recharge of groundwater basins, which provide a clean source of water for everyday use to the Rancho Cucamonga community. Open space provides plentiful opportunities for recreational activities such as hiking and bird watching as well as areas of scientific and educational value. Preservation of open space serves to protect views and retain a connection to our environmental and cultural history. Open space also provides protection from natural hazards such as flooding and wildland fires. And finally, open space is not just limited to the hillsides; within the urban area, open space provides softening and contrast to the built environment, active and passive recreational opportunities, view corridors, and general enhancement of the overall visual quality of the City.

Established Open Space Areas

Approximately 31 percent, or 8,224 acres, of the Planning Area is devoted to open space, including parks, undeveloped parcels, conservation areas, and flood control/utility corridors, as shown in Figure RC-1: Open Space and Conservation Plan. Hillside Residential and Very Low-density Residential areas (two dwelling units or less per acre) also contribute to the rural character within the northern portion of the City and Sphere of Influence area (see Chapter 2, Figure LU-1: Land Use Plan).

Open space in Rancho Cucamonga provides the following benefits:

- **Open Space: Preservation of Natural Resources.** In an effort to protect wildlife and biological resources within Rancho Cucamonga, conservation areas have been established in Rancho Cucamonga's Planning Area. These conservation areas are intended to protect the alluvial fan sage scrub habitat and the wildlife it supports by preserving open space land in its natural state. See the Wildlife Resources section (page RC-26) in this Chapter for more information regarding conservation areas and protection of wildlife resources.
- **Open Space: Managed Protection of Natural Resources.** Open space areas and expansive spreading grounds allow the recharge of groundwater basins, which are a critical resource for the Cucamonga Valley Water District. These areas need to be protected because the Cucamonga Valley Water District obtains a large portion of its water supply from the groundwater basins. Rancho Cucamonga's Sphere of Influence also has limited aggregate resources (sand and gravel), which are found in alluvial fans at the opening of canyons. These are important resources to the construction industry from which Rancho Cucamonga and the region have greatly benefited. However, this resource must be properly managed so that we can protect important habitat areas, allow for appropriate redevelopment, and avoid future land use conflicts. See the Mineral Resources section (page RC-8) in this Chapter for more information.

- **Open Space: Outdoor Recreation.** Rancho Cucamonga has developed hundreds of acres of parks and recreational areas in the City. These range from large community parks that offer sports activities and extensive, passive open space areas to smaller neighborhood parks that offer neighborhood-scale amenities. These diverse outdoor recreational opportunities are an important component of Rancho Cucamonga’s quality of life. See Chapter 5: Community Services for more information regarding parks and special use facilities.

The North Etiwanda Preserve, which functions as a conservation area for the protection of wildlife habitat, also serves as an outdoor recreation area that allows for hiking, bird watching, and enjoyment of the natural outdoors. Residents can explore the natural environment while learning about important natural resources that need to be preserved and protected on the County Regional Trail.

- **Open Space: Public Health and Safety.** Rancho Cucamonga is susceptible to many natural hazards, including wildland fires, earthquakes, mudslides, and flooding. Physical conditions in Rancho Cucamonga such as earthquake fault zones, landslide areas, and steeply sloped hillsides present additional danger to the general community. Open space can help mitigate this danger by prohibiting development within hazard areas. Although the need to allow property owners viable use of their lands may prevent total prohibition of development in areas with known hazards, attention to and mitigation of these hazards will be required to protect residents’ health and safety. See Chapter 8: Public Health and Safety for more information regarding natural hazards.

Open Space in Urban Areas

Open space within the urban areas of Rancho Cucamonga serves many purposes. Parks are the most evident forms of urban open space, but public plazas, parkways, tree-lined streets, and school fields also contribute to urban open space. All of these assets add to the quality of life for Rancho Cucamonga neighborhoods and commercial areas. Additionally, open space in urban areas can remedy certain environmental issues. For example, open spaces can mitigate stormwater and urban runoff, with permeable surfaces that allow for precipitation to nourish landscaping. Open space and vegetation can also help absorb air pollution, reduce the “urban heat island” effect, and create urban habitats for regional fauna. The reinvigoration of natural ecosystems through the use of open spaces can provide economic, environmental, and social benefits to Rancho Cucamonga residents.

Open space is also a critical ingredient in the success of private development of all types: residential, office, commercial, and industrial. Victoria Gardens is a good example: its large outdoor urban plazas are places where many community events can be held, and where residents can congregate and socialize. Moreover, several commercial and residential developments include small vineyard plots as a landscaping amenity that is both aesthetic and functional. These spaces become a public asset everyone can enjoy, though privately owned and maintained.

Figure RC-1: Open Space and Conservation Plan

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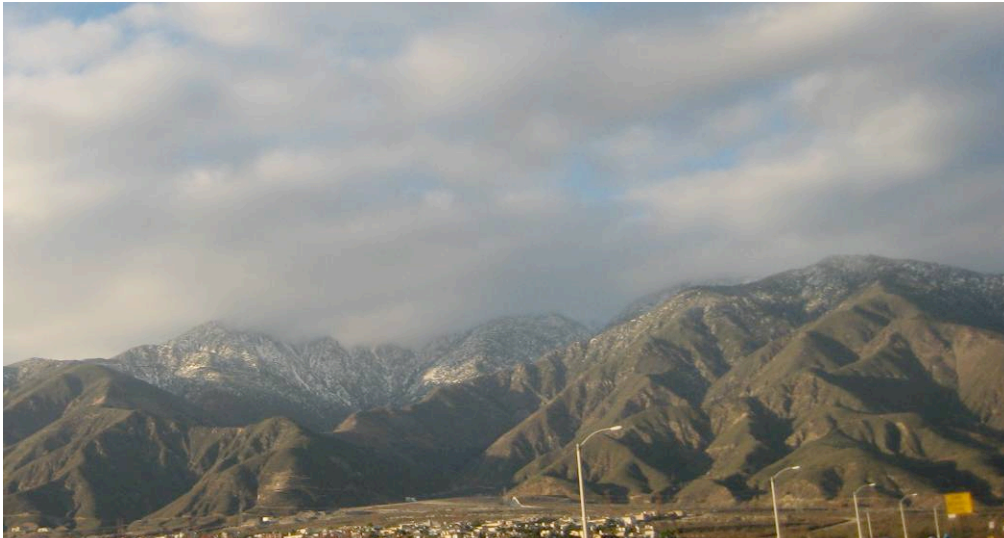
Open Space Plan

The General Plan seeks to ensure that quality open spaces are an integral part of new development. Rancho Cucamonga already has a reputation for conveying a sense of openness through rigorous development standards, streetscape treatment, and design specifications. This Chapter builds on those efforts and expands those commitments that have led to that cherished reputation.

Rancho Cucamonga recognizes that open space land is a limited and valuable resource that must be preserved wherever possible. Quality open space provides many benefits including recreation, scenic beauty, protection of natural resources, and the continued availability of land for groundwater recharge. One of the primary challenges the City faces is how to preserve and enhance an open space system that does not solely consist of the unusable spaces left over from development. Strict adherence to the City's design standards must be observed.

The General Plan intends to conserve important remnants of the City's agricultural heritage, as well as preserve significant visual resources, sensitive habitats, lands important for water resources, and recreational spaces. In addition, open space planning must recognize other environmentally sensitive lands, such as those subject to natural hazards. For these reasons, the General Plan includes policies and implementing actions that address potential conflicts between urban and non-urbanized uses. The aim of these policies and actions is to seek long-term protection of areas containing sensitive habitat and other environmental constraints. The Open Space and Conservation Plan presented in Figure RC-1 represents the synthesis of these issues into an overall mapped scheme.

The importance of open space and the conservation of resources is directly reflected in the Managing Land Use, Community Design, and Historic Resources Chapter. The Plan includes numerous land use policies that reinforce the desire to preserve and carefully manage the open space and conservation resources that the City is committed to support.



Open spaces along the foothills of the San Gabriel Mountains.

Mineral Resources

The Surface Mining and Reclamation Act of 1975 (SMARA) mandates the classification of valuable lands that are subject to urban expansion or other irreversible actions in order to protect mineral resources in the State. SMARA also allows the State to designate lands containing mineral deposits of regional or statewide significance. The California Geological Survey (CGS) has identified a number of areas as significant aggregate resources throughout the City and Sphere of Influence.

Sand and gravel are necessary ingredients for urban construction, and it is advantageous for builders to have a local source for these materials. However, the extraction of aggregate, like most surface mining, impacts the surrounding environment and can adversely impact adjacent planned land uses, as well as sensitive habitat areas. Consequently, land uses in proximity to planned resource extraction areas must be carefully considered to minimize potential conflicts.

Mineral Resource Areas

There are four coalescing alluvial fans in or near the City, comprising a significant local sand and gravel resource. From west to east these alluvial fans are known as the San Antonio, Cucamonga, Deer Creek, and Day Creek fans. To organize the classification of aggregate resources, the State utilizes the concept of “sectors” to identify those areas that meet eligibility guidelines for designation as having regional or statewide significance. Five sectors (C-1, C-2, D-1, D-1, and D-16) are located in the Claremont-Upland Production-Consumption Region. Two Sectors (A-4 and A-7) are located in the San Bernardino Production-Consumption Region (see Figure RC-2 and Table RC-1).

The CGS has calculated that the Claremont-Upland Production-Consumption Region will require 240 million tons of construction aggregate to fulfill local building demands through the year 2056. As of 2007, remaining resources in the Region total approximately 451 million tons. Remaining reserves, including property owned or leased for which permission for extraction has been granted, total approximately 121 million tons.¹ The San Bernardino Production-Consumption Region will require 1.1 billion tons of construction aggregate to fulfill local building demands through the year 2057. As of 2008, remaining resources in the Region total approximately six billion tons, of which 287 million tons have been permitted to be extracted.²

Approximately 2,422 acres of potential aggregate resources are located within the Planning Area.

¹ California Geological Survey, Department of Conservation, Special Report 202 - Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the Claremont-Upland Production-Consumption Region, Los Angeles and San Bernardino Counties, 2007.

² California Geological Survey, Department of Conservation, Special Report 206 - Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption Region, San Bernardino and Riverside Counties, 2008.

Figure RC-2: Regionally Significant Aggregate Resources

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Table RC-1: Areas of Designated Regionally Significant Aggregate Resources

Sector	Acres (Approximate)	Estimated Potential Aggregate Resources (tons)	Existing Land Use (2009)	General Plan Land Use Designations
A-4: Lytle Creek Fan	435	74,800,000	Predominantly flood control and water recharge area; developed residential and park	Flood Control/Utility Corridor, General Commercial, and Low Residential
A-7: Lytle Creek Fan	310	80,200,000	Predominantly flood control; developed residential, high school, and some vacant lands	Low Residential, Flood Control, School, Medium Residential
C-1: Upper Cucamonga Fan	96	20,000,000	Flood control, open space, and small area developed as residential	Open Space, Hillside Residential, Flood Control
C-2: Upper Cucamonga Fan	74	12,000,000	Flood control and residential development	Flood Control, small portion of Very Low Residential
D-1: Deer Creek Fan	318	62,000,000	Flood control, open space, and some residential-designated vacant lands	Flood Control, Open Space, and small portion designated Hillside Residential
D-3: Deer and Day Creek Fans	964	65,000,000	Predominantly flood control and active sand and gravel mining; residential areas mostly existing with very small portions vacant; Los Osos High School	Predominately Flood Control and Conservation, with small areas designated as Very Low, Low Medium, and Medium High Residential; School
D-16: Day Creek Fan	225	14,000,000	Flood control, water recharge area, open space, and conservation areas	Flood Control, Open Space, Conservation, and Hillside Residential
Total	2,422	328,000,000		

Source: California Geological Survey, Department of Conservation, Special Report 202 - Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the Claremont-Upland Production-Consumption Regions, Los Angeles and San Bernardino Counties, 2007.

California Geological Survey, Department of Conservation, Special Report 206 - Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the San Bernardino Production-Consumption Regions, San Bernardino and Riverside Counties, 2008.

The majority of this acreage is planned for Open Space, Conservation, Flood Control/Utility Corridor, or Hillside Residential, which represents a very low-density of development. As of 2009, approximately 437 acres of the sectors in the Planning Area have been developed; residences have been built, as well as a high school. Consequently, land use conflicts between residential uses and possible aggregate extraction is likely to occur in the City, particularly as residential use increases. To minimize conflicts with planned land use and sensitive habitat areas, the City will need to work with the County of San Bernardino to coordinate review of any potential aggregate operation in the Sphere of Influence.

The Sphere of Influence currently contains a rock crushing plant located within the Day Creek area, which is the only active aggregate operation in the Planning Area. The area located within the County Flood Control District property is not subject to current or future mining operations. The long-term objective is to develop the area in a sensitive manner adhering to the City's development and public safety standards.

Mineral Resources Strategy

The State has implemented a program whereby areas designated as mineral deposit zones of regional and statewide significance are to be conserved where possible. However, land within those State-designated areas can be used for mining or other land uses at the discretion of local governments. Further, cities and counties are responsible for establishing policies and programs for the management of land uses in and around designated mineral deposit zones. The Surface Mining and Reclamation Act does require that local jurisdictions submit written justification to the CGS for the termination of the State's designation of a significant aggregate resource area.

Aggregate deposits available for recovery within the Rancho Cucamonga Planning Area may be limited due to conflicts between urban development, access, and the nature of typical surface mining operations.

The City has determined that urban uses shall have a priority over aggregate recovery in areas not already disturbed by such activities. Development will be subject to the City's development standards and public safety objectives. The City will also seek the removal of areas planned for urban use from SMARA maps. Mineral resource areas may offer some intrinsic open space value but are not scenic when under active operation, and typically result in substantial landform alteration. State regulations do, however, require that all operators have an approved plan for the reclamation of mineral resource production areas once the resources are exhausted.

While it is important to conserve mineral resource areas that have been determined to be of regional significance, the City will be sensitive to the potential impacts and conflicts that may result from such conservation in some areas of the City and Sphere of Influence.

Agricultural and Cultural Resources

Agricultural Heritage

Like many Southern California communities, Rancho Cucamonga has a rich agricultural past. Founders of the Etiwanda Colony, the Chaffey Brothers, engineered transport of water from the mountain canyons through irrigation tunnels. Good climate and an abundant water supply allowed early pioneers to develop successful agricultural lands. The area's characteristic rocky soils were particularly good for the agricultural crops, which included citrus, olives, peaches and grapes. Evidence of the City's agricultural industry can still be found within the Alta Loma, Cucamonga, and Etiwanda areas of the City through remnant vineyards, citrus groves, olive groves, and support structures. Citrus and olive groves have been retained through creative planning where new residences are built within the grove, and trees are retained in accordance with the terms of the City's development approvals.

Over 30 years ago, the City recognized that agricultural lands were being lost as a result of development pressures, and the loss was changing the community character. In 1983, the City prepared the Etiwanda Specific Plan, which exemplifies a balanced approach to preserving the City's agricultural heritage and protecting the rural character of the area while allowing for new, compatible development.

Although the entire City was once an agricultural area, few large areas remain in active production today. The goal of land use planning for the future is to provide an adequate supply of appropriately designated and suitably located land that will accommodate anticipated urban growth. The continuation of agricultural activities in proximity to planned residential uses can result in conflicts and incompatibilities that are not easily managed.

In an effort to revive agricultural production of vineyards on a much smaller scale, private local vintners have developed a unique approach in planting new vineyards on private properties. These vineyards are usually in front of commercial or office businesses, or in the common landscaped areas of new residential development. Although their acreage is small, the vineyards provide attractive landscaping for new developments, and most importantly, provide a reminder to the community of its successful past when fields of grapes dominated the landscape. Secondly, the vineyards may provide some viable production of grape yields for local vintners.



Small grape vineyard on Foothill Boulevard.

Agricultural Resources

The California Department of Conservation prepares and maintains a system that maps and monitors the status of agricultural land resources throughout the State. This program is known as the Farmland Mapping and Monitoring Program. Information is updated on a two-year cycle. Based on the most recent information available from the Department of Conservation (2008), approximately 209 acres of undeveloped land within the Planning Area are designated as agricultural lands of some level of significance. This does not mean that these areas are or have been in agricultural production, but that they contain quality soils for agricultural production.

Areas located within the City and Sphere of Influence that are identified as Important Farmland by the Department of Conservation are summarized in Table RC-2. This table also identifies the General Plan land uses proposed for these areas. Farmland designations are defined by the State as follows:

- **Prime Farmland.** Land with the best combination of physical and soil features for the production of agricultural crops.
- **Farmland of Statewide Importance.** Land with a good combination of physical and soil features for the production of agricultural crops.
- **Unique Farmland.** Land of lesser quality soils used for the production of the State's leading agricultural cash crops.
- **Farmland of Local Importance.** Lands that include areas of soils meeting all the characteristics of Prime, Statewide, or Unique, but which are not irrigated. This category also includes lands not covered by the above categories that are considered of high economic importance to the community.

Concentrations of Important Farmland are sparsely located in the southern and eastern parts of the City. The southern portion of the City is, however, primarily characterized by industrial, residential, and commercial land uses. Important Farmland in eastern Rancho Cucamonga is concentrated in Etiwanda; these farmland areas were designated by the Department of Conservation due to their local historical importance. However, most of the Etiwanda area is planned for development, and is not intended to be retained as farmland. The western portion of the City has little or no designated Important Farmland. The northern portion of the Planning Area, within the Sphere of Influence, has been designated as grazing land and is planned for Open Space, Conservation, and Low-Density Residential use.

Table RC-2: Significant Agricultural Lands	
Farmland Designation	Acres
Farmland of Local Importance	157
Farmland of Statewide Importance	17
Prime Farmland	16
Unique Farmland	19
Total	209

Source: California Department of Conservation, Division of Land Resource Protection, 2008.

Cultural Resources

Based on a records search conducted for the City by the San Bernardino County Museum, previous geologic mapping of the Planning Area indicates that soils and geologic formations within the Planning Area have a low potential to contain significant paleontological resources. The City will continue to screen development proposals in accordance with the requirements of the California Environmental Quality Act, and will require the research of any site that may be determined to have potential resources. Should any resources be discovered, the City will take appropriate measures in accordance with existing laws to ensure the proper handling and preservation of artifacts.

Having recently undergone the rapid population growth characteristic of many cities in the Inland Empire, Rancho Cucamonga has lost much of the agricultural land that once characterized the area. This expansion has also led to the loss of historic resources. As it is a goal of the General Plan to determine the best path for future growth, it is appropriate to consider how the City's historic resources, including non-architectural resources such as historic landscapes, will be preserved as urban growth and change continue. The goals and policies related to this issue are discussed in detail in the Managing Land Use, Community Design, and Historic Resources Chapter (Chapter 2).

Water Resources

The story of water delivery to the Rancho Cucamonga area started during the founding of the Etiwanda Colony by the Chaffey Brothers. The brothers were the first in Southern California to develop hydroelectric current for lighting, the first to successfully operate a mutual water district (the Etiwanda Water Company in 1882), and the first to lay underground pipes for water distribution and agricultural irrigation.

Today, water is still collected from the same canyon sources that the Chaffey Brothers used. As Rancho Cucamonga grows, however, additional water will be needed to meet demand. Affected by growth within the State and by global warming, the availability of a plentiful supply of water is in doubt. Unless water efficiency initiatives are undertaken, Rancho Cucamonga could face stunted economic development in the future due to insufficient water supply.

This section examines Rancho Cucamonga's water supply and the challenges that face future planning efforts, opportunities for water conservation, and the importance of water quality.

Water Supply

The Cucamonga Valley Water District (CVWD) is the sole water provider for Rancho Cucamonga. The District's service area encompasses the entire City of Rancho Cucamonga, the City's Sphere of Influence and, in addition, portions of Fontana, Ontario, and Upland.

The majority of CVWD's water comes from two sources: imported water from the Metropolitan Water District (MWD) and groundwater from the Chino and Cucamonga Basins. Other sources include local surface and sub-surface water flows and recycled water. As of 2007, 5 percent of the District's supply came from local canyon surface runoff water, 35 percent from groundwater, and 60 percent from imported

Water infrastructure is discussed further in Chapter 7: Public Facilities and Infrastructure under the Infrastructure section.

water purchases. In 2030, only 3 percent will come from surface runoff water and 27 percent will come from imported water purchases; groundwater sources will increase to 42 percent, and an additional 20 percent will come from recycled water sources. An additional 8 percent will come from water conservation measures. Recycled water is expected to contribute significantly to CVWD’s future water supply. Table RC-3 identifies the acre-feet per year for each of the water supply sources over a 20-year period.

Imported Water

The CVWD has access to imported water through the Metropolitan Water District (MWD). MWD’s water supply comes from two sources: State Water Project water from Silverwood Lake, and Colorado River water from Lake Matthews. The amount of water that can be utilized by the CVWD is not limited by contract. However, the hydraulic capacity of the MWD delivery system restricts the amount of imported water that can be obtained by CVWD. This water is treated at CVWD’s Lloyd W. Michael Water Treatment Plant. The treated water flows into storage reservoirs and then into the distribution system.

Table RC-3: Water Sources (Acre-Feet per Year)

Water Supply Sources	2005		2010		2020		2030	
	AF ²	%	AF	%	AF	%	AF	%
Purchased from wholesaler (MWD)	35,000	59%	29,000	34%	29,000	28%	28,655	27%
Chino Basin Groundwater ¹	13,411	23%	30,430	36%	39,430	38%	39,270	37%
Cucamonga Basin Groundwater	5,400	9%	5,400	6%	5,400	5%	5,305	5%
Surface Water	3,000	5%	3,000	4%	3,000	3%	3,185	3%
Conservation	1,146	2%	6,390	8%	7,700	7%	8,490	8%
Recycled Water	1,270	2%	10,250	12%	19,220	19%	21,225	20%
Total	59,227	100%	84,470	100%	103,750	100%	106,130	100%

Source: CVWD Water Supply Planning Strategy Report, November 2004. Recycled water projections from Inland Empire Utilities Agency’s Urban Water Management Plan, 2005. CVWD Urban Water Management Plan, 2005.

Notes:

1. Includes Chino Basin Dry Year Yield Program, an agreement that allows CVWD to pump additional Chino Basin Groundwater while reducing imported water purchases.
2. AF = Acre-Feet.

Groundwater

The Cucamonga and Chino Basins provide groundwater to the CVWD. Both basins are currently replenished by natural precipitation and through a number of spreading grounds and percolation basins. The Chino Basin has been the District’s predominant groundwater source, and is expected to provide 85 percent of the total groundwater pumped by the CVWD and 67 percent of the total water supply in 2010.

The Chino Basin is separated from the Cucamonga Basin by the Red Hill Fault, which underlies the southern portion of the District's service area. In 1975, groundwater rights were established through the Chino Basin judgment. Based on this judgment, the District's maximum annual groundwater pumping right is limited to approximately 3,620 acre-feet per year, which amounts to six percent of the basin's estimated safe yield of approximately 54,835 acre-feet per year. The District's maximum annual groundwater volume is the amount that it can extract each year without replenishment obligation.

A majority of the Cucamonga Basin underlies the northern portion of the District's service area. Groundwater pumped from the Cucamonga Basin is limited by a 1958 Superior Court judgment to approximately 15,470 acre-feet per year. The sustainable yield of the Cucamonga Basin is estimated to be approximately 19,100 acre-feet per year. The groundwater the District pumps from the Cucamonga and Chino Basins is then pumped through a system of wells, disinfected, and ultimately moved directly into enclosed reservoirs. Upon demand, the water either flows by gravity or is pumped from the reservoirs into the distribution system.

Open space allows the recharging of groundwater basins and assists with stormwater management. Locally, the Cucamonga Spreading Grounds, Day Creek Spreading Grounds, Etiwanda Spreading Grounds, and the San Sevaine Spreading Grounds allow rainwater and snow runoff to recharge the Cucamonga and Chino Basins. Sustainable management of the groundwater supply includes protection of these spreading grounds to maintain a balance between groundwater recharge and withdrawal. Given the declining water supply from surface runoff and imported supplies, the spreading grounds will become even more important in the future as the CVWD looks to groundwater basins as a large source for its water supply.

Local Canyon Runoff

Four local canyon watersheds in the San Gabriel Mountains north of the City supply water through runoff (surface and subsurface flows) to the CVWD: Cucamonga Canyon, Deer Canyon, Day Canyon, and the East Etiwanda Canyon Watersheds. Two smaller watershed areas, Demens and Hermosa, are located just south of Cucamonga and Deer Canyon, but are not included in CVWD's analysis of developable water due to their limited water supply. Water supply from local watersheds fluctuates annually based on weather conditions. CVWD has acquired surface and subsurface water rights in each of the watersheds. See Figure RC-3: Water Resources, for the location and size of the four major watersheds.

The San Sevaine Canyon watershed area has also been identified in Figure RC-3. The San Sevaine Canyon watershed area serves the San Sevaine Spreading Grounds and Basin, which replenishes groundwater in the Chino Basin. While CVWD has secured water rights to the Chino Basin, the District does not have water rights to local canyon runoff in the San Sevaine Canyon watershed.

All of the watersheds are part of the larger Santa Ana River Watershed. Water from these sources is treated at the District's Arthur H. Bridge or Royer Nesbit Water Treatment Plants. After treatment, the water is stored in enclosed reservoirs ready for distribution to consumers.

Recycled Water

Recycled water has become an important resource for Rancho Cucamonga and will become increasingly important as other sources of water become less reliable and more costly. Recycled water is former wastewater that has been treated to remove solids and certain impurities, and is available for non-potable water uses.

Resource Conservation

The Inland Empire Utilities Agency provides disinfected tertiary-treated recycled water from its treatment plant in Chino to the cities of Chino, Chino Hills, Ontario, Fontana, Montclair, Upland, and Rancho Cucamonga. Recycled water uses include, but are not limited to, landscaping irrigation (schools, parks, medians, and golf courses), industrial processes, groundwater recharge, fire suppression, dust control, cooling towers and toilet flushing. CVWD has been implementing capital improvement projects to increase the supply of recycled water for use in the City.

Integrating recycled water into the overall water supply will help avoid future water shortages. Use of recycled water is a viable and long-term sustainable strategy to become less reliant on imported water sources. In the coming years, the use of recycled water could supplement the drinking water supply in order to provide a total water supply that meets the needs of over 10,000 homes in the CVWD service area. By 2030, recycled water will provide at least 20 percent of the CVWD's total water supply.

Water Conservation

Efficient landscape irrigation is discussed in the Community Design section of Chapter 2: Managing Land Use, Community Design, and Historic Resources.

In early 2009, California was struggling through its third consecutive year of drought and the Governor declared a State Emergency. This has been a reminder that it is crucial that Rancho Cucamonga carefully plan for its water resources, and provide an adequate and sustainable water supply to serve the needs of its water users. To meet this goal, reduced water consumption through aggressive implementation of conservation policies and programs will continue to be extremely important.

Water conservation represents a cost-effective and environmentally sound way to reduce current and future water demand and energy usage. Homeowners and business owners can take many actions to reduce water use, such as using water-conserving fixtures and appliances, fixing leaks, planting drought-tolerant landscaping, and avoiding unnecessary water use.

In an effort to reduce the amount of water that must be obtained from regional and local sources, CVWD has initiated aggressive efforts to conserve water by all Rancho Cucamonga customers. Water conservation is an integral part of sustainably ensuring the long-term reliability of the water supply. Water conservation is anticipated to account for an additional eight percent of the total water supply over the next 20 years. That number could increase significantly if all consumers implement water conservation strategies.

The City, in cooperation with CVWD, is educating water consumers on the importance of water conservation in order to extend available water supplies. Additional benefits of water conservation include a reduction in energy consumption, compensation for system deficiencies, and reduction in wastewater flows, with associated reduction of impacts on planned population growth. The CVWD's water conservation program includes encouraging customers to landscape with native California species and other drought-tolerant plants. Prominent among City practices to conserve water is its Water Efficiency Program for public and private landscaped areas.

Figure RC-3: Water Resources

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In addition to these discretionary water conservation programs, the CVWD has adopted two ordinances dealing with water conservation issues:

- **Ordinance No. 48** (adopted March 2009). Establishes a water conservation plan for emergency water supply conditions. The ordinance covers the total or partial loss of one or more of the District's water supply sources.
- **Ordinance No. 47** (adopted May 2009). Establishes water efficiency use practices that affect all CVWD customers, including households and businesses.

One additional State mandate is compliance with AB 1881, the Water Conservation in Landscaping Act. This mandate requires the City to update its Water Efficiency Ordinance to match either the Department of Water Resources (DWR) model ordinance or a water efficient ordinance that is at least as effective as the DWR model ordinance by January 1, 2010. The City recently updated its ordinance, which went into effect on January 1, 2010 in order to comply with the State regulation.

Watershed Quality

All public water supplies in California must meet both State and Federal regulations for water quality. State-mandated standards are enforced by the California Department of Health Services (DHS). Federal regulations on water quality are mandated by the Safe Drinking Water Act of 1974. Standards and monitoring requirements have been set by the United States Environmental Protection Agency (EPA).

An annual Water Quality Report is prepared by CVWD that records results of regular testing for 31 Federal and State regulated contaminants. According to the 2007 Water Quality Report, CVWD's water supply met all applicable standards. See Chapter 7: Public Facilities and Infrastructure regarding water quality of the CVWD water supply (page PF-17).

The quality of our water supply is, however, being put under stress as increased urban development occurs. Urban development affects water quality because of surface and storm runoff as well as groundwater contamination. Household hazardous materials such as motor oil, pesticides, solvents, paint, and similar materials are sometimes poured down the drain or into the street gutters, thus potentially polluting the water system. Water quality is also affected by the amount of permeable surfaces that allow water to percolate into the water table for natural groundwater recharge. As development occurs, permeable surface area and groundwater recharge decreases. This also contributes to increased volumes and velocities of surface runoff, which also affect water quality. In addition, urbanization introduces a host of potential contaminants that can be carried into the water supply.

Control of urban runoff is an important preventive measure to avoid contamination of both surface and groundwater supplies. Compliance with National Pollution Discharge Elimination System (NPDES) requirements can help to improve the quality of runoff, thereby maintaining water quality and diminishing the need for extra treatment of runoff at the treatment plants prior to its release downstream. For more information regarding stormwater quality, see Chapter 7: Public Facilities and Infrastructure. Other solutions could include landscaped and/or vegetated swales and parking lot drainages, which would protect existing riparian surfaces and wetlands, and permeable surfaces, where appropriate.

Water Use Efficiency Ordinance 47 "Best Management" Practices:

- No hosing of paved surfaces, unless required for health and safety reasons and only when using a water broom or water efficient pressure washer
- Use a shutoff hose nozzle on all hoses
- If decorative fountains are used, they must have a recirculating water system
- Repair all leaks immediately
- Ensure there is no sprinkler overspray or runoff
- Restaurants will only serve water to customers upon request
- Hotels are requested to give the guests the option of not having their linens laundered daily

Improving water quality is also discussed in the **Community Design section of Chapter 2: Managing Land Use, Community Design, and Historic Resources.**

Energy Resources

Residents of Rancho Cucamonga enjoy a quality of life that is in large part made possible by the consumption of energy resources. In this respect, the City is no different from similar communities. The direct and indirect consumption of energy pervades all aspects of daily life. To maintain and enhance that quality of life, City decision-making, especially as related to land use, transportation, and energy conservation issues, must be weighted toward sustainability.

Land Use and Transportation

Rancho Cucamonga understands that reductions in automobile usage and vehicle miles traveled (VMT) will lower energy consumption and greenhouse gas emissions (GHG) as well as provide public health benefits, and that substantial VMT reductions are necessary to achieve environmental sustainability. As a result, Rancho Cucamonga endorses land use and transportation policies and practices that take advantage of the nexus between land use, housing, economic development, and transportation. The City has already moved in this direction as evidenced by its long standing commitment to mixed use development. Also, Chapter 3: Community Mobility provides alternatives to automobile use by establishing a transportation system that includes connected transit, bicycle, and pedestrian networks.

Chapter 2: Managing Land Use, Community Design, and Historic Resources promotes infill and mixed use developments.

Chapter 3: Community Mobility discusses alternatives to the automobile including walking, bicycling, and transit use.

Energy Efficiency

California residents and institutions have many years of experience implementing energy efficiency efforts. While national per capita energy consumption has increased 50 percent over the past 30 years, per capita consumption in California has remained the same over this period. This is due to many factors, including efficiency and conservation campaigns conducted by private citizens, businesses, and utility companies, and regulations adopted by State and local governments.

Residents, the business community, and institutions can reduce energy consumption through a variety of cost effective strategies, including turning off appliances when not in use, thereby removing standby or “phantom” energy use by household appliances such as televisions and computers. Other approaches include installing insulation, replacing “leaky” windows with more efficient ones, planting trees, and monitoring energy use with “smart” monitors.

Chapter 8: Public Health and Safety discusses climate changes and greenhouse gases.

Renewable Energy Resources

Renewable energy sources capture energy from natural processes such as sunlight, wind, flowing water, biological processes, and geothermal heat flows. Nuclear power and the use of fossil fuels such as coal, oil, and natural gas are not considered renewable energy sources.

Renewable energy resources may be used directly or used to create other, more convenient forms of energy. Examples of direct use include passive solar design and geothermal or ground source heat pumps for heating and cooling. Examples of indirect use are electricity generation through photovoltaic cells (solar panels) and wind turbines, or the production of fuels such as ethanol from biomass.

Utilizing the Sun

Rancho Cucamonga is fortunate to have plentiful sunshine throughout the year and an abundance of residential, office, and industrial and warehouse buildings with extensive roof surfaces on which solar panels can be mounted. Several industrial buildings already have roof-mounted solar panels. Although solar panels may require substantial initial investments, large rebates and tax incentives are available, and the use of such technologies can provide substantial long-term financial benefits.

Southern California Edison (SCE) has recently launched the nation's largest solar panel installation project to place 250 megawatts (MW) of photovoltaic systems on 65 million square feet of Southern California commercial and industrial building roofs—enough power to serve approximately 162,000 homes. SCE is focused on installing solar panels on buildings located in the Inland Empire, including Rancho Cucamonga.

In addition to solar panels, new and existing development can incorporate other technologies and design techniques to take advantage of the sun's energy to reduce reliance on nonrenewable energy resources. For example, the use of passive solar design and solar domestic hot water and pool heating systems can reduce the demand for electricity. Deciduous trees planted at strategic locations to provide summer shade can reduce cooling costs. In the winter, when leaves have dropped, sunlight provides natural heat that then helps reduce heating costs. New developments can orient buildings and windows to minimize or maximize solar exposure for natural lighting and passive heating and cooling. These methods are simple examples of how passive solar design integrates a combination of building features to reduce or even eliminate the need for mechanical cooling and heating, and artificial daytime lighting.



The Inland Empire Regional Composting Authority building uses rooftop solar panels to provide one megawatt of energy to power the facility.

Photo source: Inland Empire Regional Composting Authority

Utilizing the Wind

Modern wind turbines capture the wind to generate electricity. Wind turbines are one of the fastest growing and most cost-effective renewable energy sources, and are producing power across the United States. The vast majority of this power is produced from large-scale wind farms. Unfortunately, there is insufficient harvestable wind in most areas of Rancho Cucamonga, with the possible exception of the canyons, to support the cost effective use of small or large scale wind farming.

Green Buildings

Green (sustainable) building is a design approach and philosophy that focuses on minimizing a building's negative impacts on both the environment and building occupants. Green strategies can be incorporated into the entire life cycle of a building; these strategies are highly consistent with the Healthy RC Initiative that promotes a Healthy Mind, Body, and Earth.

Green buildings provide many tangible benefits including improved worker productivity, recruitment and retention, minimized energy and water costs, construction and operations waste minimization, and pollution prevention. This integrated, interdisciplinary approach to design and construction promotes investments in energy- and resource-efficient materials, technology, and the use of low emitting and recycled content materials, and is characterized by the following:

- **Healthy buildings** and sustainable building design aim to create buildings that are not harmful to their occupants or to the larger environment and help improve employee productivity. An important emphasis is on indoor environmental quality, especially indoor air quality.
- **Low-impact materials** are used, such as non-toxic, sustainably produced, and recycled building and construction materials that require little energy to process.
- **Quality and durability** are valued, leading to longer-lasting and better-functioning products that will have to be replaced less frequently, reducing the impacts of producing replacements.
- **Design for re-use and recycling** involves planning for products, processes, and systems that take into consideration, and are designed for, performance in a commercial "afterlife."
- **Design impact measures** minimize environmental footprints and encourage the use of life cycle assessment when making design and purchasing decisions.
- **Renewability** recommends that materials should come from nearby (local or regional), sustainably managed renewable sources that can be composted when their usefulness has been exhausted.

Green Building Strategy

In 1978, California established the Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6 of the California Code of Regulations) in response to a legislative mandate to reduce California's energy consumption. These standards, which apply to all new construction in California, are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The latest update was released in 2008, with additional standards to be released in 2010. All standards in Title 24, Part 6 must be followed as part of the City's building permit process.

LEED®

The LEED (Leadership in Energy and Environmental Design) Green Building Rating Systems™ is an internationally recognized green building certification system, providing third-party verification that a building was designed and built using strategies aimed at improving performance across all the sustainability metrics that matter most: energy savings, water efficiency, CO₂ emissions reduction, improved indoor environmental quality, and stewardship of resources.

Developed by the U.S. Green Building Council (USGBC), LEED provides building owners and operators with a framework for identifying and implementing practical and measurable green building design, construction, operations, and maintenance solutions. LEED projects typically exceed the standards set forth in Title 24 or anything else in the Building Code. LEED uses a rating system that classifies the level of green building design by using a checklist based on a point accrual system. The more points that are accrued, the higher the rating applied to a building. LEED-certified buildings are designed to:

- Lower operating costs and increase asset value
- Reduce waste sent to landfills
- Conserve energy and water
- Improve the health and safety of the work environment for occupants
- Reduce harmful greenhouse gas emissions
- Qualify for tax rebates, zoning allowances, and other incentives
- Demonstrate an owner's commitment to environmental stewardship and social responsibility

California Green Builder (CGB) and Build-It-Green (BIG)

The California Green Builder (CGB) program created by the Building Industry Institute encourages voluntary partnerships between builders and local governments to build cost-effective, green homes that benefit homebuyers and the community. This program features homes that annually save thousands of kilowatts of energy, thousands of gallons of water, and acres of trees. This process allows for documentable recordation, which is important for local officials who must record greenhouse gas emissions and water conservation efforts. California Green Builder homebuyers benefit from lower energy costs while their home creates less impact on the environment.

The Build-It-Green (BIG) program is a membership supported non-profit organization formed in 2003. Its mission is to promote healthy, energy- and resource-efficient homes in California. The organization provides a comprehensive package of local government support, professional training, collaboration forums, consumer education, and green product marketing to a range of stakeholders.

City Process: LEED Certified Equivalent, CGB, and BIG

In an effort to balance the costs and benefits of the LEED system, Rancho Cucamonga is proposing to implement a choice of the California Green Builder (CGB) or Build-It-Green (BIG) program for single-family homes or multi-unit homes (three stories or less), and a LEED Certified Equivalent system for all other

development, provided the minimum requirements are met. This system would be similar to the LEED system, however, building certification would be handled by appropriately trained City staff rather than a third-party reviewer. City staff would implement a LEED Certified Equivalent System designed specifically for the City, reflecting its specific needs and priorities. An equivalent certification checklist would be implemented as well. This type of certification process would provide flexibility and allow City staff to modify details of the LEED program or the CGB and BIG process, and promote greener buildings as the ultimate outcome.

All projects subject to the LEED Certified Equivalent system would need to comply with LEED credits that reflect Rancho Cucamonga's values and priorities, including the Healthy RC Initiative; and that encourage alternate forms of transportation, water efficiency, and construction and demolition waste recycling.

The standards will not apply until the system is created and adopted by the City Council. These standards would be subject to change as the system is refined and modified to meet the needs of the building community in Rancho Cucamonga.

Wildlife Resources

Wildlife resources include all of the plants and wildlife species located in natural areas, particularly in the hillsides and open space areas. Most importantly, wildlife depends heavily on available habitat for survival, protection from prey, shelter, and water and food sources. With continued urban development in Rancho Cucamonga, it is important to plan for wildlife resources and provide adequate habitat areas for their long-term existence.

Wildlife Species

With the City's proximity to the San Bernardino National Forest and vast mountainous wilderness area, a wide variety of wildlife inhabits the foothills and canyons, particularly within the Sphere of Influence area. Bats, bears, foxes, bobcats, skunks, coyotes, rabbits, mountain lions, deer, songbirds, birds of prey, lizards, amphibians, reptiles, snakes, and small rodents are very common. Further south, animal communities are those typically more tolerant of human presence. These species include various birds, reptiles, rabbits, and small rodents.

Several different species of raptors, or birds of prey, including the Golden Eagle and burrowing owl, can be found in the northern area of the City. Burrowing owls often reside in or forage over the vacant fields in northern portions of the City and within the Sphere of Influence. Many of these fields are abandoned farmlands that are reverting to natural vegetation and subsequently colonized by rodent species. Often they are also bordered by eucalyptus windrows that provide perching and nesting sites for raptors. Golden Eagles nest in trees in the upper canyons in the San Bernardino National Forest and usually hunt for small mammals within the alluvial fan areas.

Sensitive species or any species of plant or animal experiencing general or localized population decline, potentially occurring in the City include, but are not limited to, the California Gnatcatcher, San Bernardino Kangaroo Rat, Delhi Sands Flower-loving Fly, Golden Eagle, Western Willow Flycatcher, Mountain Yellow-legged Frog, and Los Angeles Pocket Mouse.

Sensitive Wildlife Habitat Areas

Within the Sphere of Influence, there are several sensitive habitat areas that support wildlife. Two significant habitat areas are along the base of the San Gabriel Mountains and in the canyons within the alluvial fans and canyon riparian areas.

Alluvial Fans

An alluvial fan is a fan-shaped deposit formed where a fast flowing stream flattens, slows, and spreads; it is typically found where a canyon exits onto a flatter plain. There are several alluvial fans located at the mouth of the San Antonio, Cucamonga, Deer, Day, East Etiwanda, and San Sevaive Canyons. Alluvial fans are subject to flooding and can pose more danger than the upstream canyons that feed them. At the base of most of these canyons, a flood control basin has been built to limit the extent of floodwaters on downstream properties. Alluvial fans also allow for specialized habitat that is conducive to the periodic flooding and shifting of loose sandy sediments carried by creeks and floodwaters.

Etiwanda Fan

The Etiwanda Fan is located at the base of the Day Creek and East Etiwanda Canyons, with a large portion located in the North Etiwanda Preserve (see description below). Habitats on the Etiwanda Fan are composed of Oak Woodland, Chaparral, Coastal Sage Scrub, Alluvial Fan Sage Scrub, White Alder/Willow Riparian, Sycamore/Oak Riparian, and non-native grassland. The Etiwanda Fan is home to a number of endangered, threatened, and sensitive species that include, but are not limited to, the Coastal California Gnatcatcher, Southwestern Willow Flycatcher, Least Bell's Vireo, San Bernardino Kangaroo Rat, Bell's Sage Sparrow, Rufous-crowned Sparrow, San Diego Horned Lizard, Los Angeles Pocket Mouse, Plummer's Lily, and Mariposa Lily.

The Etiwanda Fan also contains significant historical and cultural resources related to the local area history. The land within and adjacent to the North Etiwanda Preserve has important historic and contemporary religious significance to the Gabrielino-Shoshoni Nation.

Alluvial Fan Sage Scrub

Within the Sphere of Influence, most of the undeveloped areas support Alluvial Fan Sage Scrub (AFSS). AFSS thrives in a distinctive and rare natural habitat that occurs in washes and on gently sloping alluvial fans at the base of the San Gabriel Mountains. AFSS is primarily restricted to floodplain habitats containing riverine cobbles, boulders, and sand. These areas apparently flood only occasionally (every 5 to 10 years) and therefore, many upland species become established in the streamside habitat. The occasional flooding and sediment reworking, however, is the driving force that maintains this vegetation type.

AFSS is a subtype of the more widely known Coastal Sage Scrub and is sometimes referred to as Riversidean sage scrub. Canyons with AFSS often support small-stature riparian woodland species such as California sycamore, cottonwood, coast live oak, and mulefat, which are considered to be riparian habitat communities of biological value.

AFSS habitat communities have been severely altered by flood control activities, including the construction of debris basins at the mouth of the canyon to control the water flow. The debris basins prevent the periodic flooding that is necessary to maintain the habitat, which leads to the gradual conversion of this unique community

type. The State of California considers AFSS to be a very threatened and rare natural community.

Riparian and Wetland Areas

The greatest diversity of life forms occurs in the area's canyons, including Cucamonga, Deer Creek, Day Creek, East Etiwanda, Henderson, San Sevaine, and Morse Canyons. These canyons are excellent examples of the diversity of the streamside or riparian woodland habitat areas that support wildlife. The dense stands of large oak, sycamore, and toyon trees and native ferns are a demonstration of the natural biological significance of the streamside woodlands. These areas are of great importance as habitats for birds and mammals.

A peat bog, created by a fresh water spring, has been identified in the North Etiwanda Preserve. Peat bogs are a type of wetlands with poor drainage that accumulates acidic peat, a deposit of dead plant material. Peat bogs are fed by rainwater and the soil builds up its own water table and acidity. There are many animals and plants that thrive within a bog habitat. The peat bog is an exceedingly rare type of habitat. It is believed that an extensive plant record left by pollens dating back between one and three million years has been preserved within the peat bog. In 1988, the peat bog was declared a Point of Historic Interest by the Rancho Cucamonga City Council.

Wildlife Protection Efforts

Urbanization is the greatest threat to the remaining sensitive habitat areas. Expanding residential development, sand and gravel mining, and the construction of debris basins and flood control channels have greatly impacted areas of chaparral and Alluvial Fan Sage Scrub. Although nearly all of the area within City limits is either developed or previously disturbed by agricultural activities, areas within the Sphere of Influence are still relatively undisturbed and are still covered with native vegetation. Over the past 10 years, residential development has been extending into the foothills and threatening the long-term viability of sensitive habitat areas. The City has made coordinated efforts with other agencies to protect hundreds of acres in the Sphere and the City from encroaching development through a variety of tools including development agreements and land mitigation banking.

Conservation Areas

The protection and conservation of the Alluvial Fan Sage Scrub (AFSS) plant community within the Planning Area is one of the top environmental priorities. The long-term conservation of prime AFSS area has already begun through the establishment of five conservation areas that were created as mitigation banks for private and public works projects (see Figure RC-4).

- **North Etiwanda Preserve.** In 1998, the County of San Bernardino created a 760-acre conservation area in response to impacts to AFSS from the Foothill Freeway (SR-210) project. The Preserve and surrounding lands also contain significant amounts of other rare and threatened habitats that include Sycamore Alluvial Woodland, California Walnut Woodland, and Fresh Water Marsh.
- **Day Creek Preserve.** A 200-acre conservation area was set aside through a conservation easement to the San Bernardino County Flood Control District as mitigation for impacts from sand and gravel operations.

- **San Sevaine Preserve.** This 137-acre conservation area was established by San Bernardino County as mitigation for floodwater diversion structures and debris basins.
- **U.S. Forest Service Conservation Area.** This 880-acre conservation area is located adjacent to the western edge of the North Etiwanda Preserve and includes land purchased by the Metropolitan Water District along Day Canyon and Day Creek as mitigation for the MWD's Inland Feeder Project. The land has been transferred to the U.S. Forest Service and is a part of the San Bernardino National Forest. The majority of this conservation area extends beyond the City's Sphere of Influence, into unincorporated territory.
- **Existing Conservation Area.** This approximately 35-acre conservation area is located within City limits but adjacent to the Sphere of Influence. The area was purchased as mitigation for a housing development and set aside through a conservation easement to the San Bernardino County Flood Control District.

These five preserves are in close proximity to each other and within a much larger California Department of Fish and Game (CDFG) Study Area. Combined, this becomes one of the largest AFSS habitats in Southern California.



The North Etiwanda Preserve was established as a habitat preservation area.

A California Department of Fish and Game (CDFG) study recommended that several parcels in addition to the established preserves be conserved within the Etiwanda-Day Creek Canyon Drainage System. A goal of this General Plan Update is the long-term continuity of the AFSS habitat and the preservation of the five areas illustrated on Figure RC-4: Sensitive Biological Resources. In addition, several other areas of suitable AFSS are proposed for conservation as mitigation for development as described below. Together, these conservation areas, in combination with the county's established preserves, provide a large, contiguous conservation area of approximately 3,400 acres.

The General Plan incorporates the proposed conservation areas on Figure RC-4, as part of the City's commitment to the creation of a large, contiguous AFSS conservation area. On the Land Use Plan (Chapter 2, Figure LU-1), the conservation areas are designated as various open space categories including Open Space, Flood Control, and Hillside Residential, based on current ownership patterns. The City will need to work with San Bernardino County to acquire these lands in fee or through conservation easements to the extent possible.

Acquired land can then be integrated into the existing preserve system currently managed by San Bernardino County's Special Districts Department (or other appropriate entity). As an alternative, acquired land could be dedicated to a "mitigation land bank." For example, development within the City or its Sphere of Influence would enable the purchase of land within the land bank area as mitigation for impacts from loss of habitat.

Conservation areas are inherently valuable to wildlife, and imperative for supporting ecosystems. They are also important for educational and scientific purposes, particularly if they are retained in their natural state. Chaffey College biology classes have conducted extensive investigation of the AFSS area and regularly use it as an outdoor classroom.

Protection of Sensitive Species

As mentioned above, several sensitive species potentially occur in Rancho Cucamonga. The Delhi Sands Flower-loving Fly (DSF) is an insect restricted to the semi-arid sand dunes (Delhi soils) in Southern California's San Bernardino and Riverside counties. The DSF was placed on the Federal Endangered Species list in 1993 by the U.S. Fish and Wildlife Service. Within the region there are few remaining parcels of land containing Delhi soils which could provide suitable habitat for this species. Areas identified to have potential DSF habitats are located primarily in the southern portion of the City. Much of that area has been developed and recent surveys associated with new development have not identified any DSF habitat within the City boundaries or in the Sphere of Influence.

A large portion of the Sphere of Influence has been proposed for a Critical Habitat designation for the California Gnatcatcher, a small bird. Surveys have identified breeding pairs of the species within the area. Both San Bernardino County and the City must proceed carefully with any development plans for the area due to the presence of this species within the AFSS plant community and the proposed Critical Habitat designation. Care must be taken to coordinate all new projects with CDFG to avoid impacts to the species or to develop mitigation measures where impacts cannot be avoided.

Figure RC-4: Sensitive Biological Resources

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The San Bernardino Kangaroo Rat (SBKR) habitat historically occurs within the flood plains at the foot of the San Gabriel Mountains and may occur within the Sphere of Influence. The SBKR is listed as endangered by the U.S Fish and Wildlife Service. The City will work closely with the San Bernardino County Flood Control District, the County Museum, and other resource agencies to avoid impacts on this species from development within the Sphere, and to ensure that appropriate mitigation measures are provided.



Alluvial Fan Sage Scrub within the North Etiwanda Preserve provides habitat for various wildlife species.

Resource Conservation Issues

Key issues relative to resource conservation are:

- **Loss of Open Space Areas.** The City must preserve and protect, to the extent possible, open space areas that are devoted to the preservation of natural resources, managed production of resources, outdoor recreation, and/or open space buffer areas for public health and safety. Premature and unnecessary conversion of open space land to urban uses can fragment vital open spaces, increase infrastructure and capital improvement costs, and potentially expose residential uses to natural hazards.
- **Cultural Resources.** Although not readily apparent, the record of the ancient past is embodied in archaeological and paleontological resources that may lie hidden in the landform and beneath the surface of the ground. Rancho Cucamonga has become highly aware of these treasures as land is graded to accommodate new development and infrastructure. The City must take care to properly handle, document, and preserve these resources for the scientific and educational enrichment that they offer.
- **Stable and Adequate Water Supply.** Water is a precious and limited resource that is essential for a Healthy City. It is important to provide a stable and adequate water supply as the community continues to grow. The City and the Cucamonga Valley Water District must be vigilant in protecting and conserving water supplies through all feasible means. The Cucamonga Valley Water District obtains nearly 60 percent of its water supply from the

Metropolitan Water District. This means the City does not have adequate water supplies within its own borders and must rely upon a cooperative agreement with other agencies. It is important to protect water resources by ensuring adequate groundwater recharge basins and spreading grounds as the shift toward a greater demand for groundwater supply increases.

- **Water Quality.** Household hazardous materials (motor oil, pesticides, solvents, paint, and other similar hazards) should not be disposed of by pouring them down the drain or into the street gutters. When improperly disposed, these materials pass through the local sewage treatment plants, which are not designed to treat these types of materials, and are released into area rivers and streams. Rancho Cucamonga must protect the quality of the water supply and resources, both for the sake of the local water supply as well as for downstream neighbors who are affected by Rancho Cucamonga's actions. Achieving these important objectives will require cooperation and coordination with other agencies and the integration of water quality measures.
- **Energy Consumption.** A core value for the City is the need for long-term economic strength and fiscal soundness. This can be accomplished in part by the effective management of energy resources, either directly or indirectly. As energy demand grows and nonrenewable energy resources become more limited with reliance on imported resources becoming increasingly problematic, more aggressive conservation measures and the increased use of innovative new technologies will become a necessity.
- **Aggregate Mining Impacts.** With mineral resources available on land within the City's Sphere of Influence, it is important to balance the need for local sources of regionally significant mineral resources against development of the land with uses that are more compatible with encroaching urbanization. The City recognizes the importance of the mineral resources in Rancho Cucamonga, and that once development occurs, these resources are no longer accessible. The City further recognizes its responsibilities to balance the value of these resources, and to consider their regional and statewide importance during the review and consideration of a proposed project that might impact extraction of those resources.

The mining of aggregate resources is only active within the City's Sphere of Influence. Once production ends, it will be important to provide mitigation for the reclamation of previously mined areas and limit the impacts to adjacent residential neighborhoods and other sensitive land uses.

- **North Etiwanda Preserve.** The North Etiwanda Preserve, located in the City's Sphere of Influence, was intended to protect the sensitive habitat and wildlife species in the area. Since the Preserve was first created in 1998, issues such as uncontrolled pedestrian access, illegal dumping, sensitive plant removal, and off-road vehicles have plagued the area. These activities are very destructive to the natural environment located in the Preserve. San Bernardino County, which manages the preserve, anticipates that these issues will diminish as the preserve opened for public access on delineated trails in 2009.
- **Alluvial Fan Sage Scrub.** Alluvial fan sage scrub is a unique habitat that depends on the occasional flooding and shifting of sediments from canyon waters. However, to protect downstream development, flood control facilities have been built to control the flow of waters and prevent flooding.

These facilities have also controlled the water this habitat depends on. It will be important for the City and San Bernardino County, to balance the need for development versus alluvial fan sage scrub habitat protection.

The majority of the land area within the City boundary is already developed or previously disturbed, either by past agricultural activities or by urban development. Other areas within the City boundaries have been designated or envisioned for future development. As a consequence, lands within the Planning Area that function effectively as habitat are limited. Achieving resource conservation will require concerted effort and commitment from not only the City but also other responsible agencies, including County, State, and Federal agencies.

Resource Conservation Goals and Policies

The following goals and policies are aimed at providing guidance and policy direction regarding Resource Conservation in Rancho Cucamonga. Resource Conservation in the City is a high priority and contributes to maintaining, protecting, and preserving valuable natural resources.

GOAL RC-1: Encourage stewardship of natural open space areas, environmentally sensitive lands, and agricultural resources.

Policy RC-1.1: Preserve sensitive land resources that have significant native vegetation and/or habitat value.



Discussion: The preservation of sensitive land resources has many benefits for the community. Native vegetation provides habitat for animals, offers a level of fire protection, serves to enhance water quality, and has aesthetic beauty. These areas are limited and once disturbed they will be lost to future generations.

Policy RC-1.2: Develop measures to preserve and enhance important views along north-south roadways, open space corridors, and at other key locations where there are significant views of scenic resources.



Discussion: Major scenic resources include the San Gabriel and San Bernardino Mountains and foothills, vistas of the City from hillside areas, and other views of special vegetation and permanent open space features. Site planning measures in conjunction with the designation of significant views can enhance the visual environment.

Policy RC-1.3: Protect visually prominent natural landforms and other sensitive land resources of citywide significance through measures such as design standards, hillside grading controls, and suitable land use designations as documented in the Managing Land Use, Community Design, and Historic Resources Chapter of this General Plan.



Discussion: Land use designations and community design measures must carefully consider the impacts of future planned development on environmentally sensitive lands, with an eye towards supporting sound management and conservation of the City's land resources.

The Managing Land Use, Community Design, and Historic Resources Chapter of the General Plan provides a carefully considered range of land types and intensities/densities designed to address these concerns, among others. The Community Design section addresses hillside grading and development planning. The City has also adopted a Hillside Development Ordinance that contains detailed measures designed to minimize potentially adverse effects due to landform alteration in high slope areas. In addition, the Community Design section contains policies to promote the protection of important scenic resources.

Finally, the Open Space Plan in this Chapter integrates all of the sensitive land resources whose protection the City considers to be important to the quality of life of its residents.

Policy RC-1.4: Evaluate the conservation of economically viable agriculture on lands that are designated by the State as important farmland.



Discussion: While the agricultural heritage is an important influence on the development patterns in Rancho Cucamonga (and the historic communities of Alta Loma, Cucamonga, and Etiwanda), the long-term viability of continued agricultural uses in most areas is questionable due to a host of factors. Remaining lands that have been determined by the State Department of Conservation to qualify as important farmland are under increasing pressure from urbanization. In addition, the Land Use Plan (see Chapter 2: Managing Land Use, Community Design, and Historic Resources, Figure LU-1) has determined that some areas designated by the State as important farmland should be utilized for other purposes to meet the demands of a growing population. In order to determine the appropriate balance between these competing priorities, the City should further investigate these issues and formulate a strategy that will best reflect the long-term interests of the community as a whole. Where it is determined that long-term agricultural use is in conflict with community goals, the City will seek the removal of any designated farmlands from the State Department of Conservation mapping program. The City shall look at ways to preserve agricultural lands through the use of conservation easements.

GOAL RC-2: Provide adequate, reliable, and sustainable water supplies to the community.

Policy RC-2.1: In consultation with the Cucamonga Valley Water District and other agencies, designate appropriate land use patterns and take other suitable actions to protect major areas within the Planning Area that are critical to replenishment of groundwater supplies and local surface waters.



Discussion: By 2030, the Cucamonga Valley Water District (CVWD) anticipates that as much as 45 percent of the water supply will come from groundwater and surface water sources in Rancho Cucamonga. Many areas that allow groundwater recharge are located within existing drainages under the jurisdiction of the San Bernardino County Flood Control District. Much of the land within the Sphere of Influence also contributes to groundwater recharge. The General Plan promotes the expansion of habitat preserves in the Sphere of Influence and also designates a majority of the Sphere area for Open Space, Conservation, or Hillside Residential use. The City, in consultation with the CVWD, will continue to explore and pursue other viable measures to ensure that groundwater resources will not be diminished by planned land uses.

Policy RC-2.2: Continue to consult with the Cucamonga Valley Water District and support programs that protect water quality, conserve water usage, and promote re-use of water in accordance with State guidelines.



Discussion: Rancho Cucamonga is increasingly aware of the fact that water is a limited resource. In recent years, the CVWD has made efforts to increase the efficiency with which existing water supplies are used through water conservation efforts and water recycling. By 2030, water recycling and water conservation are expected to provide a total of 20 percent of the area's water supply.

Policy RC-2.3: Explore sustainable methods to increase water production and distribution capabilities to meet future City demand.



Discussion: With water as a limited resource, there is a need to find ways to increase water production through conservation and re-use. The CVWD has aggressively moved toward recycling water for non-potable uses. Re-use of water is a well-established way to limit the need for more imported water and also meet future water demands of a growing City.

Policy RC-2.4: Promote the protection of natural stream courses from erosion and from polluted urban runoff.



Discussion: The interface between the urban edge and natural stream courses remaining in the Planning Area must be carefully considered in the design of new development and redevelopment, as well as in the continued maintenance of existing developed areas. The National Pollutant Discharge Elimination System (NPDES) permits for development and existing developed areas include requirements to effectively address and control runoff that can result in damage to the natural environment. The implementation of Stormwater Best Management Practices (BMPs) that mimic the predevelopment site hydrology by using site design techniques that store, infiltrate, evaporate, and detain runoff should be considered for implementation when feasible. When stormwater BMPs are not feasible, equally effective, State required control measures should be implemented. The City will review individual development proposals and evaluate their potential effects.

Policy RC-2.5: Advocate for the regular evaluation of the entire water supply and distribution system to ensure its continued adequacy, reliability, and safety.



Discussion: In consultation with CVWD, the City shall periodically evaluate the water supply chain, the distribution system, and land use policies in order to support a constant, adequate supply of water.

Policy RC-2.6: Where it is consistent with public safety priorities, take actions to retain natural drainage courses within the Planning Area.



Discussion: Drainage courses and adjacent open areas can provide a visual link to the surrounding environment and potentially also enhance habitat value through the use of natural landscaping techniques. In some instances, it may also be appropriate to consider the potential for joint recreational use, particularly in the case of trails development. The City shall consult with the County Flood Control District and the Army Corps of Engineers to explore opportunities to enhance the open space and recreational value of remaining natural drainages as well as flood control channels, consistent with public safety priorities.

Policy RC-2.7: Protect the watershed by achieving mandates imposed by regulations.



Discussion The watershed that supplies the area's local water is primarily located in the upper canyons of the San Gabriel Mountains, including Cucamonga, Deer, Day, East Etiwanda, and San Sevaine Canyons. It will be important to work with agencies and jurisdictions that have authority over these areas to protect and preserve the drainage courses and watershed areas. Rancho Cucamonga will also provide appropriate measures to protect and preserve the watershed areas that are within the boundaries of the City.

GOAL RC-3: Support the use of water that is both efficiently consumed and recycled to minimize waste and maximize supplies.

Policy RC-3.1: Require the use of cost-effective methods to conserve water in new developments, and promote appropriate water conservation and efficiency measures for existing businesses and residences.



Discussion: There are many measures that can be applied to new and current development to reduce water consumption. They include, but are not limited to: placing mulch around trees and plants to slow evaporation of water; planting low-water use plants and shrubs; installing smart irrigation equipment that can detect weather conditions and adjust the watering schedule as needed; and installing water-saving plumbing fixtures such as low-flow showerheads, low-flush toilets, aerators, flow restrictors, and high efficiency clothes washers.

Changing individual habits can also make a difference in the conservation of water. These behavioral measures include, but are not limited to: watering the lawn only when needed or installing a satellite irrigation management system; shutting off water during shaving or brushing of teeth; taking shorter showers; catching unused water from the shower and kitchen faucet for cleaning or to water plants around the house; using a pool cover to slow evaporation; adjusting sprinkler systems during the colder months to water less frequently; turning sprinklers off when it is raining; periodically checking for leaks in pipes, hoses and faucets; and using a broom instead of a hose when cleaning the driveway or sidewalk.

Policy RC-3.2: Encourage the conversion of water-intensive turf/landscape areas to landscaping that uses climate-appropriate plants, efficient irrigation systems, and water efficient site maintenance.



Discussion: To conserve water resources and control maintenance costs, the City's current Water Efficiency Ordinance discourages extensive use of non-native vegetation that requires excessive watering. In particular, the Water Efficiency Ordinance specifies the use of drought tolerant and fire resistant vegetation with an emphasis on native species. The City updated its Water Efficiency Ordinance based on the State Department of Water Resources model ordinance, which allows for artificial turf.

Policy RC-3.3: Support efforts to expand the recycled water distribution system and actively promote the widespread use of recycled water in Rancho Cucamonga.



Discussion: Water recycling is an efficient method to re-use water. The Cucamonga Valley Water District anticipates that 20 percent of its water supply in 2030 will come from recycled water sources. Recycled water will become an important water supply in the future, specifically for landscaped irrigation, industrial water use, and other appropriate water uses.

Policy RC-3.4: Maximize water efficiency and the use of alternative sources of water in City operations, and develop water-related best practices and model programs.



Discussion: Rancho Cucamonga will continue to be a model for using best practices in applying water conservation methods. The City is committed to leading by example and to conserving water within each City department. Existing City efficiency programs have resulted in water savings, especially in street medians where the City uses weather-based irrigation.

GOAL RC-4: Encourage the use of energy resources that are efficiently expended and obtained from diverse and sustainable sources, in an effort to minimize greenhouse gas and other air emissions.

Policy RC-4.1: Pursue efforts to reduce energy consumption through appropriate energy conservation and efficiency measures throughout all segments of the community.



Discussion: Not only does consumption of imported nonrenewable energy resources result in significant pollutant emissions to the environment, it also represents a net outflow of dollars from the community and decreases the economic autonomy of the City. Rancho Cucamonga will commit to greater energy efficiency by selectively replacing imported, nonrenewable energy resources with domestic renewable sources such as solar and wind, recycled municipal solid waste, and green waste as these strategies become economically practical.

Policy RC-4.2: Promote the use of renewable energy and alternative energy technology, and support efforts to develop small-scale, distributed energy generation (e.g., solar, wind, cogeneration, and biomass) to reduce the amount of electricity drawn from the regional power grid and reduce the use of natural gas, while providing Rancho Cucamonga with a greater degree of energy and economic self-sufficiency.



Discussion: The transition away from the reliance on imported, nonrenewable energy resources will not be easy. City government will continue its tradition of leading by example and provide models for action to the private sector. It will also publicize options for energy efficiency and renewable energy resources. In particular, the City will use energy efficiency and renewable energy resources as criteria for approving capital and operational expenditures. The City will also participate in innovative and experimental renewable energy resource programs (e.g., conversion to an electric or hybrid vehicle fleet), provided such participation does not directly or indirectly result in a decline of services to residents or an increase in their tax burden.

Policy RC-4.3: Encourage the use of solar energy systems in homes and commercial businesses.



Discussion: There are many opportunities to take advantage of the City's location and environment with more aggressive adoption of solar energy systems. To encourage implementation of such technologies, the City will integrate an explicit evaluation of the particular energy consumption characteristics of a project into the review and approval process of development applications for commercial complexes, including shopping centers, industrial projects, and offices.

In addition, the City will promote cogeneration and the use of waste process heat for domestic space and water heating purposes. The City will also promote recovery and recycling programs and establish design criteria for active and passive solar applications.

Policy RC-4.4: Reduce operational energy requirements through sustainable and complementary land use and circulation planning. Support implementation of State mandates regarding energy consumption and greenhouse gas reduction, including AB32 and SB375.



Discussion: Operational energy requirements, especially for transportation, can be significantly impacted by land use and circulation patterns. The City will, therefore, promote land use and circulation patterns that result in multi-purpose automobile trips and that facilitate the use of local and regional transit. In addition, the City will advance land use patterns that provide employment and housing opportunities for City residents in a manner that allows for practical options for mobility other than by automobile.

Policy RC-4.5: Support the development of private sources of sustainable and environmentally friendly energy supplies, provided these are consistent with City aesthetic and public safety goals.



Discussion: In cooperation with regional efforts such as the Green Valley Initiative, continue to make the recruitment and retention of "green" industries a priority. Maximize opportunities for site renewable energy technologies throughout the community by encouraging the use of solar, wind, and other energy sources.

GOAL RC-5: Encourage the use of energy conservation strategies in City projects and operations to maximize energy efficiency and serve as a role model to the community and the region.

Policy RC-5.1: The City should serve as a role model by adopting recognizable standards and incorporating the use of sustainable strategies for new and existing public buildings that maximize occupant health and productivity, minimize operating costs, and provide good environmental stewardship.



Discussion: Utilizing available energy resources in the most efficient manner possible, while supporting the development of new and renewable energy sources, provides a long-term benefit to every member of the Rancho Cucamonga community. The City will serve as a role model in energy conservation and related issues.

Policy RC-5.2: Investigate the feasibility of using solar (photovoltaic) lights for City operated parking lots instead of conventional street and pedestrian lights that are powered by electricity in an effort to conserve energy.



Discussion: As the cost of solar (photovoltaic) lighting becomes cost-effective in comparison to other technologies, the City has an opportunity to retrofit the existing system and to see potential long-term benefits and savings.

Policy RC-5.3: Explore and consider the costs and benefits of alternative fuel vehicles including hybrid, electric, natural gas, and hydrogen powered vehicles when purchasing new City vehicles.



Discussion: The City of Rancho Cucamonga has made a commitment to reduce vehicular emissions associated with City operations. The City has established goals for their fleet in procuring vehicles, including providing gas-efficient vehicles (or other similar technology to reduce vehicle emissions) when replacing vehicles.

GOAL RC-6: Encourage and support green buildings in Rancho Cucamonga.

Policy RC-6.1: Add energy efficiency standards in the Rancho Cucamonga Municipal Code based on green building principles, to reduce energy consumption (particularly for heating, cooling, and lighting) in new construction.



Discussion: New advances in energy conservation technology have made alternative energy resources increasingly viable for homes and businesses. Development standards have the potential to increase the alternative energy infrastructure in new and rebuilt developments. The City of Rancho Cucamonga will review and amend, if necessary, the Municipal Code for the purposes of increasing energy efficiency and promoting sustainable development.

Policy RC-6.2: Encourage green practices for new and existing buildings throughout the community.



Discussion: The market has accepted – and many times required – the development of green buildings. Many cities have typically mandated green buildings for their own projects, and later for private development over a minimum threshold. Benefits include buildings that are sustainable and healthier for their occupants, as well as reductions in energy costs and greenhouse gas emissions.

Longer-lasting and better-functioning building products will have to be replaced less frequently, reducing the impacts of producing replacements. All products should be designed for re-use and recycling so that the City can minimize the environmental footprint. The City should use life cycle assessments when making design and purchasing decisions.

Policy RC-6.3: Promote energy-efficient design features, including but not limited to, appropriate site orientation, use of light-colored roofing and building materials, and use of deciduous trees and wind-break trees to reduce fuel consumption for heating and cooling beyond the minimum requirements of Title 24 State Energy Codes.



Discussion: Sustainable building design aims to create buildings that are not harmful to their occupants or to the larger environment, and help improve employee productivity. An important emphasis is on indoor environmental quality, especially indoor air quality. For example, low-impact materials such as non-toxic, sustainably produced, and recycled building and construction materials require little energy to process.

New and existing development can incorporate other techniques to take advantage of the sun's energy (e.g., passive solar design and solar domestic hot water and pool heating systems) to reduce their reliance on nonrenewable energy resources. For example, deciduous trees can be planted at strategic locations to provide summer shade, thereby reducing cooling costs. In the winter, when the leaves have dropped, the sunlight can provide natural warmth that reduces heating costs. New development can orient buildings and windows to minimize or maximize solar exposure for natural lighting and passive heating and cooling.

Policy RC-6.4: Promote green practices and the use of energy saving designs and devices for new and existing buildings throughout the community. Consult with energy providers such as Southern California Edison, Southern California Gas, the Rancho Cucamonga Municipal Utility, and others to establish and coordinate energy efficiency programs that promote energy efficient design in all projects and assist residential, commercial, and industrial users.



Discussion: Rancho Cucamonga is fortunate to have plentiful sunshine throughout the year and an abundance of residential, office, industrial and warehouse buildings with extensive roof surfaces on which solar panels can be mounted. Several industrial buildings already have roof-mounted solar panels. Although solar panels may require substantial initial investments, rebates and tax incentives are available, and solar panels can provide substantial long-term financial benefits.

Southern California Edison recently launched the nation's largest solar panel installation project to place 250 megawatts (MW) of photovoltaic systems on 65 million square feet of Southern California commercial and industrial building roofs – enough power to serve approximately 162,000 homes.

GOAL RC-7: Protect aggregate mining resources that are sustainably mined and managed, and that minimize impacts to surrounding areas.

Policy RC-7.1: Consider the community value and benefit of designated regionally significant aggregate resources prior to approving any such designated lands for other types of development.



Discussion: Rancho Cucamonga recognizes the value of regionally significant aggregate resource areas designated within the Planning Area. At the same time, the existence of aggregate resources should not preclude development for other purposes, provided that such development is consistent with the General Plan. State regulations do not preclude development where a local jurisdiction has established plans and policies that designate other higher priority uses within the community. The Land Use Plan (Figure LU-1 in Chapter 2) and Open Space Plan (Figure RC-1 in this Chapter) are based upon the consideration of such issues and reflect a land use pattern that recognizes both the regional value of existing aggregate resources in the Planning Area and balances the projected needs for such resources against other community priorities.

Policy RC-7.2: Minimize direct and indirect negative impacts of mineral extraction activity on sensitive and adjacent land uses.



Discussion: Rancho Cucamonga maintains up-to-date and relevant information on resources and regulatory requirements in order to formulate appropriate strategies to address the proper placement of aggregate operations within the Rancho Cucamonga Planning Area. This documentation must also consider potential conflicts with both existing and proposed land uses, and community priorities identified in the Spirit of Rancho Cucamonga General Plan Guiding Principles.

Policy RC-7.3: Ensure effective restoration of expended mining sites in a manner that is aesthetically attractive.



Discussion: Where identified aggregate resource areas are in proximity to any residential land uses, the City must protect the integrity and quality of life enjoyed by existing residences and businesses. In addition, the proper reclamation of expended operations is of concern in terms of protecting the visual environment. Special development standards, such as setbacks and screening/ buffering measures should be formulated to minimize potential land use conflicts while permitting extraction of valuable mineral resources in areas determined suitable for such operations.

Policy RC-7.4: Where the City has determined that urban use is a priority over the preservation of potential sites for aggregate recovery, the City will consider seeking the removal of such areas from Surface Mining and Reclamation Act (SMARA) maps.



Discussion: In order to facilitate development within the Planning Area in a manner that is consistent with priorities set forth in this General Plan, areas presently designated for urban use but shown by the State as potential aggregate resources should be carefully evaluated. In areas where significant conflicts could be anticipated to occur with either existing or planned use, the City will petition the State for removal of affected lands from SMARA maps.

Policy RC-7.5: In areas that the State of California has designated as regionally significant aggregate resources, the City will require property titles to include notice of the presence of such resources, in accordance with SMARA.



Discussion: Property owners may not be fully aware of the potential aggregate resources present on their property. The recordation of a notice of the presence of aggregate resources will be required with all property titles within designated sectors in order to assist in the conservation of appropriately located areas within Rancho Cucamonga.

GOAL RC-8: Protect wildlife habitats that support various plants, mammals, and other wildlife species.

Policy RC-8.1: Preserve the integrity of riparian habitat areas, creek corridors, Riversidian Alluvial Fan Sage Scrub, bogs, and sensitive wildlife habitat that supports biological resources.



Discussion: In cooperation with other agencies, Rancho Cucamonga will pursue actions that provide appropriate long-term protection of areas within the City's Sphere of Influence that contain sensitive habitat, and that are considered of unique value in enhancing the quality of the local environment. These agencies may include, but are not limited to, the County of San Bernardino, the County Flood Control District, the State Department of Fish and Game, the U.S. Army Corps of Engineers, and the U.S. Department of Fish and Wildlife. Development within the City boundaries will be subject to development regulations and standards.

Policy RC-8.2: Consult with San Bernardino County and other agencies to support the preservation of streamside woodland areas along the foothills of the San Gabriel Mountains, including the North Etiwanda Preserve.



Discussion: The canyons in Rancho Cucamonga's Sphere of Influence contain the only native trees of the area. Without appropriate protection and assistance from San Bernardino County they may be irreversibly lost. Development proposed in these riparian, or water-related communities, should be allowed only after a site specific investigation is conducted to: 1) define the extent and fragility of the riparian community; 2) determine wetland permit requirements; and 3) propose measures to mitigate any impacts on the resources stemming from land disturbance or other site development. Preservation of mature native woodland trees, prevention of soil erosion, and maintenance of open space are primary concerns. Clustered single-family residential units should be encouraged to avoid destruction of the woodland associations. Roads or buildings should be set back from the riparian corridor to avoid damage to the woodland associations.

Policy RC-8.3: Utilize innovative measures that will allow the expansion of sensitive biological preserve areas (e.g., North Etiwanda Preserve, Day Creek Preserve, and San Sevaine Preserve) and other important habitat areas.



Discussion: Rancho Cucamonga is actively working with the County of San Bernardino, California Department of Fish and Game, and U.S. Fish and Wildlife Service to protect sensitive biological resources in the City's Planning Area through the creation of a system of preserves and open space along the foothills of the San Gabriel Mountains.

The City will continue to work cooperatively with San Bernardino County for the implementation and management of a mitigation land bank as part of the acquisition process for the Alluvial Fan Sage Scrub (AFSS) Preserve. The land bank will be used to offset the impacts of future development while focusing preservation efforts in the critical AFSS habitat areas.

Policy RC-8.4: Acquire and/or protect open space areas that provide strategic wildlife corridors and vital connectivity between habitat areas.



Discussion: Scientists with the San Bernardino County Museum are continually gathering data on all sensitive habitats and sensitive plant and animal species in the county. In cooperation with the City of Rancho Cucamonga, the California Department of Fish and Game, U.S. Fish and Wildlife Service, and San Bernardino Association of Governments, San Bernardino County has already created a system of preserves in the City's Sphere of Influence that will become the basis for protecting the rapidly disappearing AFSS habitat located along the foothills of the San Gabriel Mountains.

Policy RC-8.5: Continue to manage and care for all trees located on City property or within City rights-of-way. Provide information to the public on correct tree pruning practices. Encourage residents to properly care for and preserve large and beautiful trees on their private property.



Discussion: A healthy urban forest provides many benefits, including wildlife habitat, shade, enhanced air quality, and aesthetics. Proper maintenance of the urban forest will maximize the investment while reducing risks due to storms or disease.

Policy RC-8.6: Consult with the Fire District, San Bernardino County, and State agencies to develop plans that protect open space from fire hazards.



Discussion: Over the years, the City has learned a great deal on how landscape design can minimize the risk from fire hazards. The Fire District has been proactive in defining standards and implementing those standards throughout the City.

Policy RC-8.7: Support protection of natural habitat areas for ecological, educational, and other scientific study purposes.



Discussion: Natural areas that can be used for educational or other scientific purposes are particularly important, and high priority should be given to retaining these areas in their natural state. An example of such a natural area is the AFSS habitat within the City's Sphere of Influence. Chaffey College biology classes have conducted extensive investigation of the AFSS area and regularly use it as an outdoor classroom. This area is recognized by the California Department of Fish and Game as the North Etiwanda Preserve. It is one of the largest remaining AFSS habitats and is home to a number of rare and sensitive plant and animal species.

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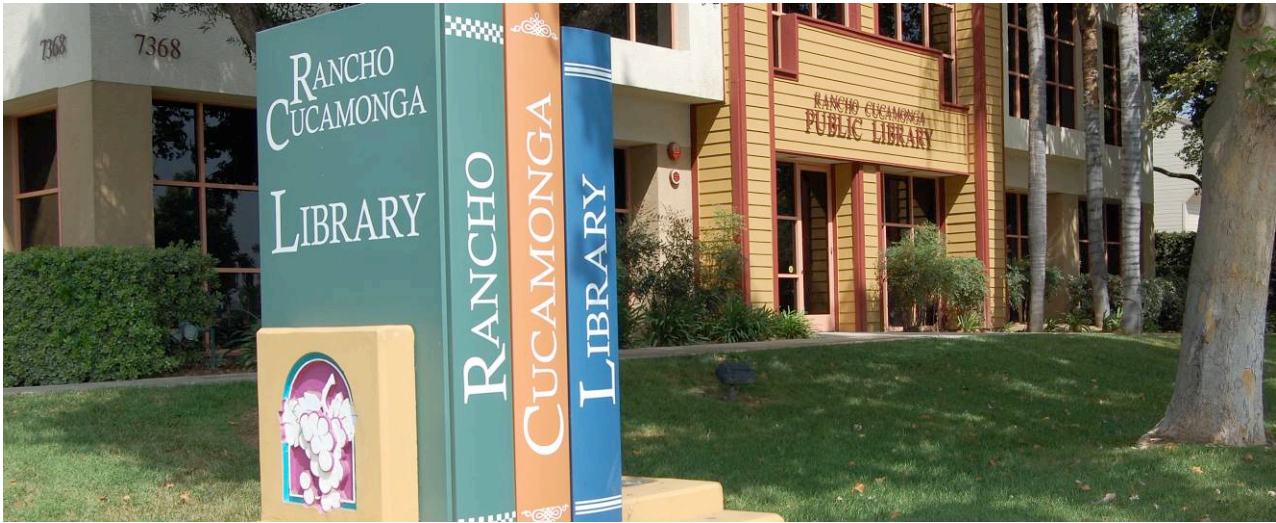
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Chapter 7: Public Facilities and Infrastructure

R A N C H O C U C A M O N G A G E N E R A L P L A N

Introduction

Vital to any city's health, safety, livability, and economic well-being is an efficient and reliable system of public facilities and infrastructure. This Chapter addresses the following infrastructure needed to support the land use plan and long-term community needs: water storage and distribution, wastewater treatment, storm drainage, and solid waste disposal. In addition, this Chapter focuses on public facilities that support community educational, cultural, and civic pursuits, such as schools and libraries. Well-designed and well-maintained public facilities and infrastructure are necessary to support future growth in the City and enable lifelong learning and enrichment opportunities to maintain our quality of life.

Chapter 7: Public Facilities and Infrastructure

This Chapter consists of the following sections:

- Public Facilities
- Schools and Educational Facilities
- Library Services
- Animal Care and Services
- Infrastructure

Achieving Our Vision

The vision for Rancho Cucamonga includes the provision of high-quality public facilities, support for educational opportunities and life-long learning pursuits, and maintenance and expansion of public infrastructure to meet the planned growth of the City. The City of Rancho Cucamonga's vision for public facilities and infrastructure is reflected in the following Spirit of Rancho Cucamonga Guiding Principles:

The Spirit of Family

- Our economic development priorities are to support individuals and families by providing high-quality services and facilities.

The Spirit of Discovery and Knowledge

- Rancho Cucamonga is a community committed to lifelong learning that promotes educational opportunities for people of all ages.
- Rancho Cucamonga's schools and colleges are a valuable asset. The quality of our schools draws people to our City. Partnerships among schools, the City, businesses, as well as service, non-profit and faith-based organizations are a model for all California cities.
- We promote participation in the arts, offering a variety of entertainment and education venues for enrichment, as well as providing opportunities for people to gather with friends and neighbors.
- We promote diverse programs and high-quality facilities such as our City-owned Libraries and our Community Centers.

The Spirit of Community

- Through programs such as Healthy RC, we inspire a lifestyle that embraces a Healthy Mind, Body and Earth. We support lifelong learning and enrichment, active and healthy living, and environmental sustainability. These values are reflected in our programs and facilities for our residents and businesses. The high quality of services the City provides strengthens community bonds and contributes to healthy lifestyles.

The Spirit of Leadership

- We have a strong dedication to community planning. The quality of our built environment is by design. Our government leads by example. We are committed to achieving higher standards for community development, architecture, and landscaping. Our streetscapes reflect the high-quality development that we demand while embracing the concept of water conservation and ease of maintenance.

The Spirit of Tomorrow

- We are dedicated to a sustainable balance in land use patterns (residential, business, educational, agricultural, recreational, open space, and historic uses) and supporting transportation.
- We recognize there is an interdependent relationship between an educated citizenry, economic development, and a thriving community.

Public Facilities

Public facilities include the Civic Center, Community and Senior Centers, and Libraries. These facilities are the community's gathering places, where people can go to participate in local government, attend community events, 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, child care, information and referral for human services, space for nonprofit groups, nutrition services, special event rentals, and classrooms. The City invests in itself through development of public facilities and the services it can offer to the community.

City Government Facilities

The City of Rancho Cucamonga manages a comprehensive range of community facilities to meet the varied needs of residents and businesses. One Senior Center, several youth centers, and multi-purpose Community Centers offer educational and recreational activities and services for all ages. Chapter 5: Community Services provides greater detail regarding parks and special use facilities operated by the City. Other public safety facilities, such as fire stations and police stations, are discussed further in Chapter 8: Public Health and Safety.

Table PF-1: Community Facilities and Figure PF-1: Public Facilities, identify the categories of public facilities located in Rancho Cucamonga: schools and parks, public safety facilities, City facilities, and San Bernardino County facilities. City government facilities include:

- **Civic Center.** Rancho Cucamonga's Civic Center consists of City Hall, which houses the Council Chambers as well as the City's various departments, including the Rancho Cucamonga Fire Protection District. The Public Safety Facility building is home to the Rancho Cucamonga Police Department. The Civic Center also includes the San Bernardino County/Foothill Communities Law and Justice Center.
- **Rancho Cucamonga Corporate Yard.** The City's Corporate Yard is comprised of two facilities. The first facility houses the administrative offices for the Public Works Department for the maintenance of the City's fleet of vehicles and equipment. The second facility is a 15,000-square-foot warehouse. The compressed natural gas (CNG) fueling station at the corporate yard allows for re-fueling of City fleet vehicles with an environmentally friendly alternative to gasoline, diesel, or propane.
- **Rancho Cucamonga Cultural Center.** The Rancho Cucamonga Cultural Center features the Lewis Family Playhouse. This state-of-the-art facility was opened in 2006 and can seat 560 people on two levels. In addition to the theater, there is 90,000 square feet of meeting and performing space in Celebration Hall and the Bank of America Imagination Courtyard. It includes the Paul A. Biane Public Library, home to over 100,000 books and media, and features a 21-seat technology center, a story room complete with fiber optic ceiling lights, a reading room with a fireplace, and a homework center.

- **Epicenter.** The Epicenter is a 52-acre sports complex that contains a professional sports stadium that is home to a Minor League baseball team, regulation soccer fields, adult softball fields, and a regulation Little League field. Other amenities include an open-air plaza and covered pavilion. The facility hosts a wide variety of events, including community-wide festivals, and is often used for film production.
- **Animal Care and Adoption Center.** Originally built in 1993, the Rancho Cucamonga Animal Care and Adoption Center has been managed by the City's Department of Animal Care and Services since 2006. The Center includes field services staff, veterinarians, animal handlers and caretakers, program coordinators, and support staff. The facility assists more than 6,000 animals a year.
- **Central Park.** Central Park will continue to develop into one of the community's greatest assets. Opened in 2005, the dedication of the James L. Brulte Senior Center and the Goldy S. Lewis Community Center marked the completion of Phase I of the 103-acre park project. Both facilities feature flexible and spacious meeting rooms that provide flexible space for small business meetings all the way up to large wedding receptions. The facility is large enough to host a community fair or expo of more than 1,000 persons.

San Bernardino County Government Facilities

Several San Bernardino County facilities are located in Rancho Cucamonga:

- **San Bernardino County/Foothill Communities Law and Justice Center.** The San Bernardino County Superior Court has one courthouse located within the Rancho Cucamonga Civic Center. Known as the Rancho Cucamonga Courthouse, this regional facility serves the communities of Rancho Cucamonga, Montclair, Ontario, Upland, and unincorporated areas of Mount Baldy.
- **West Valley Detention Center.** The West Valley Detention Center is a San Bernardino County jail facility located on Etiwanda Avenue. With a capacity of 3,291, the facility is one of the largest county jails in California. The facility is supported by over 600 employees. In addition to serving as a detention center, the facility is the first stop for new San Bernardino deputies who enter law enforcement. Graduates of the San Bernardino Training Center Academy entering the Sheriff's Department are assigned to the detention center for initial training.

Table PF-1: Community Facilities

Facility	Address	Features
City Government Facilities		
Animal Care and Adoption Center	11780 Arrow Highway	<ul style="list-style-type: none"> ▪ Animal care and adoption services
Archibald Library	7368 Archibald Avenue	<ul style="list-style-type: none"> ▪ Library
Central Park	11200 Base Line Road	<ul style="list-style-type: none"> ▪ Goldy S. Lewis Community Center ▪ James L. Brulte Senior Center
Corporate Yard	9153 9th Street	<ul style="list-style-type: none"> ▪ City maintenance and storage facility
Civic Center	10500 Civic Center Drive	<ul style="list-style-type: none"> ▪ City Hall ▪ Fire Protection District Offices ▪ Rancho Cucamonga Police Department
Epicenter/Adults Sports Complex	8408 Rochester Avenue	<ul style="list-style-type: none"> ▪ Minor league baseball stadium and sports fields
Lions Center East	9191 Base Line Road	<ul style="list-style-type: none"> ▪ Multi-use facility
Lions Center West	9161 Base Line Road	<ul style="list-style-type: none"> ▪ Multi-use facility
RC Family Resource Center	9791 Arrow Route	<ul style="list-style-type: none"> ▪ Social services center
RC Family Sports Center	9059 San Bernardino Road	<ul style="list-style-type: none"> ▪ Indoor sports facility
Victoria Gardens Cultural Center	12505 Cultural Center Drive	<ul style="list-style-type: none"> ▪ Paul A. Biane Library ▪ Lewis Family Playhouse ▪ Celebration Hall ▪ Bank of America Imagination Courtyard
San Bernardino Government Facilities		
San Bernardino/Foothill Communities Law and Justice Center	8303 North Haven Avenue	<ul style="list-style-type: none"> ▪ San Bernardino County Superior Court (Located at Civic Center)
West Valley Detention Center	9500 Etiwanda Avenue	<ul style="list-style-type: none"> ▪ San Bernardino County Sheriff's Department jail facility

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Figure PF-1: Public Facilities

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Schools and Educational Facilities

The City values and promotes education and life-long learning. Education provides the foundation for the development of healthy minds, prepares young students for a successful future, and enriches the lives of older students. For these reasons, Rancho Cucamonga strongly promotes quality learning opportunities in all of the City's public and private schools, local community college, and continuing education centers. Although schools are not the direct responsibility of the City, the General Plan supports cooperation between the City and the school districts to further improve schools serving the Rancho Cucamonga community.

Schools

Four elementary school districts and one high school district serve residents of Rancho Cucamonga, as indicated in Table PF-2: Schools Serving Rancho Cucamonga and Figure PF-2: Schools and School Districts. Table PF-3: School District Student Capacity, identifies school capacity for each school district.

Rancho Cucamonga is located entirely within the Chaffey Joint Union High School District, which provides all secondary public education. The district operates four high schools: Alta Loma on the west, Rancho Cucamonga in the central area, Etiwanda on the east, and Los Osos in the north central portion of the City.

Primary-level public education services are provided by four elementary and junior high/middle school districts: Alta Loma serving the northwest portion, Central serving the west central portion, Cucamonga serving the south portion, and Etiwanda serving the eastern portion of the City. The unincorporated Sphere of Influence to the north is served by the Alta Loma and Etiwanda districts.

Each school district has different school planning programs, site development schedules, and policies regarding joint-use of school facilities. Consequently, the City faces the challenges represented by these differences when coordinating City activities and the use of school facilities.

The City also has many religious institutions on large properties that have K-12 schools now and possibly in the future.



Day Creek Intermediate School, part of the Etiwanda School District, was awarded the California Distinguished School Award for the 2006/2007 school year.

Table PF-2: Schools Serving Rancho Cucamonga

School Type	School Name
Alta Loma School District	
Elementary Schools	<ul style="list-style-type: none"> ▪ Alta Loma ▪ Banyan ▪ Carnelian ▪ Deer Canyon ▪ Hermosa ▪ Jasper ▪ Floyd M. Stork ▪ Victoria Groves
Middle/Junior High Schools	<ul style="list-style-type: none"> ▪ Alta Loma Junior High ▪ Vineyard Junior High
Central School District	
Elementary Schools	<ul style="list-style-type: none"> ▪ Bear Gulch ▪ Central ▪ Coyote Canyon ▪ Doña Merced ▪ Valley Vista
Middle/Junior High Schools	<ul style="list-style-type: none"> ▪ Cucamonga Middle ▪ Ruth Musser Middle
Cucamonga School District	
Elementary Schools	<ul style="list-style-type: none"> ▪ Cucamonga ▪ Los Amigos
Middle/Junior High Schools	<ul style="list-style-type: none"> ▪ Rancho Cucamonga Middle
Etiwanda School District	
Elementary Schools	<ul style="list-style-type: none"> ▪ Caryn ▪ Etiwanda Colony ▪ John L. Golden ▪ Grapeland ▪ Carleton P. Lightfoot ▪ Perdew ▪ Terra Vista ▪ Windrows
Middle/Junior High Schools	<ul style="list-style-type: none"> ▪ Day Creek Intermediate ▪ Etiwanda Intermediate ▪ Summit Intermediate
Chaffey Joint Union High School District	
High Schools	<ul style="list-style-type: none"> ▪ Alta Loma ▪ Etiwanda ▪ Los Osos ▪ Rancho Cucamonga

Figure PF-2: Schools and School Districts

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Table PF-3: School District Student Capacity

School District	Area Served	Schools			2009/2010 Capacity
		Elementary	Junior High/Middle School	High	
Alta Loma	Northwest	8	2	0	6,570
Central	West Central	5	2	0	4,872
Cucamonga	South	2	1	0	1,962
Etiwanda	East	8	3	0	8,836
Chaffey Joint Unified High School	Entire Planning Area	0	0	4	12,200
Totals		23	8	4	34,440

Sources: Alta Loma, Central, Cucamonga, Etiwanda, and Chaffey Joint Unified High School Districts.

Note: Schools not located within the City of Rancho Cucamonga are omitted.



Chaffey Community College Student Services and Administration building.

Chaffey Community College

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

Other Facilities for Higher Education

In addition to Chaffey Community College, Rancho Cucamonga can boast a number of satellite campuses from major institutions of higher learning. Within the City limits these include facilities operated by the University of Redlands and the University of La Verne.

Public Facilities and Infrastructure

Library Services

Libraries promote creativity, knowledge, and learning throughout people's lives, all of which contribute to healthier minds. Libraries provide a place where people can study and research school projects, read current issues of newspapers and magazines, or simply relax and pick up a good book. Libraries can also be places for personal reinvention by offering resources on jobs, careers, and hobbies.

Rancho Cucamonga Public Library

Rancho Cucamonga's Library was established in 1994 when the City took over 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 Library Services Department is overseen by a five-member Board of Trustees. Additional support comes from the Library Foundation Board that provides fundraising support. The Rancho Cucamonga Public Library has two library facilities, and is consistently one of the busiest library systems in California.

Started in 1994, the Rancho Cucamonga Library Board of Trustees serves as a volunteer advisory group to the City Council and Library staff. This five member group meets once a month and assists Library staff with developing Library goals, determining needs for Library services and programs, and being an advocate for Library services in the community.

The Paul A. Biane Library opened alongside the Lewis Family Playhouse within the Victoria Gardens Cultural Center in 2006.



Archibald Library

The Archibald Library was the first municipal library in Rancho Cucamonga, opening in 1994. Originally intended to be an "interim" main library, the Archibald Library was created from a converted office building and was designed to accommodate 65,000 volumes. The same facility has been renovated since its inception and still serves the community. The Archibald Library now contains over 120,000 volumes and other

materials, performing at nearly double the capacity for which it was originally intended. The renovation has allowed for an enhanced technology center.

Paul A. Biane Library

The Paul A. Biane Library, located as part of the Victoria Gardens Cultural Center, opened in 2006. The opening of this second facility has nearly doubled the capacity of the Rancho Cucamonga Public Library system. The Paul A. Biane Library 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 complete with fiber optic ceiling lights, a traditional reading room with a fireplace, a homework center, and the Local History Room (which displays historic artifacts and where recording of digital stories of the City's history takes place).

Library Programs and Services

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

- **Bookmobile.** Rancho Cucamonga's Bookmobile aids in the distribution of books by visiting schools around the City and providing a bus full of children-oriented and educational books that students can check out.
- **Adult Literacy.** The Adult Literacy Program provides free adult literacy services to the local community. Adults may participate as students or as volunteer tutors.
- **Back to Basics.** Back to Basics is an after-school tutoring program. The program targets elementary school-aged children 7 to 12 years old who are reading below their grade level and want to improve their reading and writing skills.
- **Virtual Library.** The Library's website or "Virtual Library" allows residents to access certain library services from the internet 24 hours a day. The Virtual Library allows the community to apply for a library card, download audio books, conduct research using library databases, or check availability of library materials.
- **Technology Classes and Public Computers.** The Library offers all library patrons the use of public computers for free. Both Libraries also offer computer classes that cover a variety of computer-related topics and basic computer skills. In addition, both the Archibald and Biane Libraries offer the use of free Wi-Fi for personal computers.
- **Other Programs for Children and Teens.** Both Libraries offer storytime sessions with a wide range of stories that appeal to children ranging in age from babies and toddlers, to children up to 11 years old. Through the Library's Teen Scene program, a variety of teen activities such as reading clubs and teen social gatherings are offered. The Library also accepts volunteers for its Teen Action Group, which serves an advisory role, making suggestions for library services and helping plan teen programs.

Animal Care and Services

Pet owners in Rancho Cucamonga enjoy many pet-friendly benefits, including many places to walk and exercise including a dedicated dog park, parks and open space areas to relax in, and animal services programs that care for their animal companions. Pets enrich families and communities with their companionship and loyalty, and pets have been shown to have positive impacts on people's physical and mental health. To address and encourage these positive affects, the City looks to support programs that respond to the needs of pet owners and their animal companions.

In 1993, the City of Rancho Cucamonga constructed the current Animal Center at 11780 Arrow Highway (sharing the parking lot with the Epicenter) and contracted with San Bernardino County to administer the Center. In 2005, citizens expressed a strong interest in a more progressive animal services program focused on building a community in which every adoptable pet finds a home. The City Council created the Department of Animal Care and Services and took over administration on May 1, 2006. The Department has increased community involvement with strong volunteer and fundraising programs and promoted spaying, neutering, community outreach, and education.

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.

The Animal Care and Services Department includes field services staff, veterinarians, animal handlers and caretakers, program coordinators, and support staff. The Department typically assists over 6,000 animals a year. In addition to the services mentioned above, the Department also provides strong support for community and volunteer programs, field services, behavior training, and education and outreach.

Department staff is committed to working with animals to socialize them and to encourage better behavior, calm frightened animals, and improve overall adoptability. The Adoption Center provides proactive socialization programs, as well as education tips for adopters to help pets succeed in fitting into their new homes. The Center also provides medical services.

Community Programs and Volunteering

The City is committed to providing and encouraging community and volunteer programs. The Adoption Center has more than 200 volunteers who actively help keep pets loved, exercised, socialized, trained, and active while seeking new homes. They also participate in special events to help raise donations such as the "Bark in the Park" nights during baseball games at the Epicenter. Volunteers and fundraising are the primary ways to enable foster care, and are essential to outreach events, dog walking, fundraisers, and many other services.

Field Services

The Field Services Officers are on call seven days a week, 24 hours a day to respond to animal law enforcement and rescue concerns in the City. The services they provide include capturing vicious or dangerous animals and rescuing stray, sick, injured, or abandoned animals. They also investigate cases of animal cruelty or neglect; pick up confined, stray, or deceased animals; and respond to common complaints such as excessive barking, and leash and licensing violations.

Education and Outreach

A major emphasis of the Animal Care and Services Department is related to education and public outreach. The Department has a multimedia website that actively engages the public and provides information on animal care, the services provided by the Department, and the ability to view stray and adoptable animals. The Department also takes educational materials and adoptable pets to events and locations in the area to increase knowledge and awareness of proper pet care and showcase adoptable pets.

In addition to focusing on 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 services in Rancho Cucamonga are 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, the CVWD serves portions of the cities of Upland, Ontario, and Fontana, and some unincorporated areas of San Bernardino County. In total, CVWD has approximately 49,600 water connections and serves a population of approximately 186,000 within a 47 square-mile area. This section describes the infrastructure that treats, stores, and distributes the water. The Resource Conservation Chapter (Chapter 6) describes the water supply sources utilized by CVWD.

Water Storage and Distribution

As of 2006, CVWD maintained 23 groundwater wells, of which 13 were in service with a maximum production capacity of 20,490 gallons per minute (or an annual production equivalent of 33,076 acre-feet).¹

CVWD's water distribution system is comprised of 690 miles of distribution mains, 22 pump stations, and 39 pressure-reducing valve stations. The CVWD has 34 water storage facilities that vary in size from 13 to 16 million gallons, with a combined design storage capacity of 89.6 million gallons. Seven storage facilities are located in the higher elevations above 2,267 feet.

The 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.

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:

- Arthur H. Bridge Treatment Plant
- Royer Nesbit Treatment Plant
- Lloyd W. Michael Treatment Plant

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.

Cucamonga Valley Water District water storage tank.



¹ (1 acre) foot = 325,851.4 US gallons

Water Quality

The United States Environmental Protection Agency (EPA), California Department of Health Services, and California Public Utilities Commission are the agencies responsible for establishing drinking water quality standards. To ensure that drinking water is safe for consumption, the EPA sets Federal regulations that limit the amounts of certain contaminants in water provided by public water systems.

Drinking water, including bottled water, may reasonably be expected to contain at least small amounts of some contaminants. As water travels over the surface of the land or through the layers in the ground, naturally occurring minerals and, in some cases, radioactive materials dissolve, and water can pick up substances resulting from the presence of animal or human activity. The presence of contaminants does not necessarily mean water may be a health risk. Contaminants that may be present in source water include:

- Nitrate, viruses, and coliform bacteria, which may come from sewage treatment plants, over fertilization, septic systems, agricultural livestock operations, and wildlife
- Inorganic contaminants, such as salts and metals, which can be naturally occurring or result from urban stormwater runoff, industrial or domestic wastewater discharges, oil and gas production, mining, and farming
- Pesticides and herbicides, which may come from a variety of sources such as agriculture, urban stormwater runoff, and residential uses
- Organic chemical contaminants, including synthetic and volatile organic chemicals, which are byproducts of industrial processes and petroleum production, and can also come from gas stations, urban stormwater runoff, and septic systems
- Radioactive contaminants, which can be naturally occurring, or can be the result of oil and gas production and mining activities

Since 1991, California water utilities, including CVWD, have mailed an annual Water Quality Report to customers. Potable water provided by CVWD to Rancho Cucamonga has consistently met Federal and State standards.

Wastewater

Wastewater is any water that drains from showers, sinks, and toilets in buildings. Other sources of wastewater include laundry facilities and industrial and manufacturing operations. Wastewater conveyance is handled by the City and 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. This wastewater plant has been in operation since 1997 and treats an annual flow of seven million gallons per day, with an ultimate build-out capacity of 28 million gallons per day.

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. 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.

In addition to receiving recycled water from IEUA, CVWD will also be providing recycled water to users. CVWD is considering constructing two wastewater recycling facilities. These state-of-the-art facilities would treat wastewater to strict Federal and State standards so it can be used for irrigation and other beneficial purposes. Working with IEUA and by constructing two wastewater recycling facilities, CVWD's goal is to produce and distribute up to 21,600 acre-feet of recycled water each year by 2030. This would free enough drinkable water to supply the annual needs of over 10,000 homes within the CVWD service area. For more information regarding recycled water, see Chapter 6: Resource Conservation.

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 and Public Works Departments, is responsible for the localized facilities. The Streets and Storm Drain Maintenance group of the City's Public Works Department maintains 104 miles of storm drains and an additional 2,200 drainage structures throughout the City. The San Bernardino County Flood Control District is responsible for the regional facilities. Together, the City and the San Bernardino County Flood Control District coordinate the preparation of drainage plans and review development projects using design criteria established by the County Flood Control District.

The City has prepared two drainage plans for the east and west portions of the community. The purpose of the drainage plans is to establish a means to collect revenue from development to offset the cost of constructing the system.

Storm drainage channel facility.



Drainage Plans

- **The City Master Plan of Drainage-Westside Area.** This plan applies to the area located primarily between the Deer Creek Channel on the east and the Cucamonga Channel on the west.
- **Etiwanda/San Sevaine Area Drainage Policy.** This policy document, with its associated Etiwanda Area Master Plan of Drainage, identifies drainage facilities and fees for the area located along the west side of Etiwanda Avenue extending to the easterly City limits, north of 4th Street.

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-4.

Facility Type	Owner/Operator	Characteristics
Regional Mainline Facilities	San Bernardino County Flood Control District	<ul style="list-style-type: none"> ▪ 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	<ul style="list-style-type: none"> ▪ 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	<ul style="list-style-type: none"> ▪ 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	<ul style="list-style-type: none"> ▪ 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	<ul style="list-style-type: none"> ▪ Optional Interim Regional and Master Planned retention basins to be used prior to the construction of the ultimate Regional and/or Master Planned Facilities

Stormwater Quality

The Federal Water Pollution Control 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. NPDES permit requirements were established in 1987 with the passage of the Water Quality Act. The NPDES permit program controls water pollution by regulating point sources that discharge pollutants into the so-called waters of the United States.

In Rancho Cucamonga, NPDES permits 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.

Rancho Cucamonga's Environmental Programs Section of the Engineering Department leads educational efforts that encourage protection of natural resources and prevention of stormwater pollution. These educational efforts are implemented through school presentations, community outreach, and site and business inspections.

The Environmental Programs Section is also responsible for the administration of the City's Integrated Waste Management and Household Hazardous Waste programs, which follow guidelines that have been set forth in Assembly Bill 939, as well as the San Bernardino County Stormwater NPDES permit rules as prescribed by the Santa Ana Regional Water Quality Control Board.

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, waste reduction, re-use, recycling, and composting become even more necessary to reduce demand on nonrenewable resources. Using recycled products also lowers energy consumption, as manufacturing new 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 CO₂.

In addition to using disposed material for recycling, organic solid waste such as food scraps, fallen leaves, grass clippings, and plant and tree trimmings can be used for compost. Construction and building demolition debris produces large quantities of solid waste, much of which can be recycled or processed for re-use. One of the basic principles of "Green Building," which is discussed in Chapter 8: Resource Conservation, is to use recycled and re-used materials in new construction.

Solid waste collection and transport are handled by contracted private firms that haul collected materials to several regional landfills and materials recycling facilities. For household waste disposal, Rancho Cucamonga contracts with a private hauling firm that utilizes a three container system for recycling and waste disposal. The blue bin allows for recyclable materials including paper, cartons, metal cans and trays, glass bottles and jars, and plastic container items. The green bin allows for green waste such as grass clippings, brush, prunings, leaves, tree trimmings, twigs, weeds, and

other green waste. The black bin allows for materials that are not recyclable or compostable.

The City also implements various programs with local businesses and public agencies to increase recycling efforts. See Table PF-5: Recycling Programs for additional recycling programs. Chapter 8: Public Health and Safety includes discussion on hazardous disposal facilities.

Table PF-5: Recycling Programs	
Program Type	Programs
Composting	<ul style="list-style-type: none"> ▪ Residential Curbside Green Waste Collection ▪ Commercial Self-Haul Green Waste ▪ Food Waste Composting
Facility Recovery	<ul style="list-style-type: none"> ▪ Material Recovery Facility ▪ Landfill ▪ Composting Facility
Household Hazardous Waste	<ul style="list-style-type: none"> ▪ Permanent Facility ▪ Education Programs
Policy Incentives	<ul style="list-style-type: none"> ▪ Product and Landfill Bans ▪ Economic Incentives ▪ Ordinances
Public Education	<ul style="list-style-type: none"> ▪ Electronic (radio, television, web, telephone hotlines) ▪ Print (brochures, flyers, guides, news articles) ▪ Outreach (technical assistance, presentations, awards, fairs, field trips)
Recycling	<ul style="list-style-type: none"> ▪ Residential Curbside ▪ Residential Buy-Back ▪ Commercial On-Site Pickup ▪ School Recycling Programs ▪ Government Recycling Programs ▪ Special Seasonal Collection (regular) ▪ Other Recycling
Source Reduction	<ul style="list-style-type: none"> ▪ 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	<ul style="list-style-type: none"> ▪ White Goods ▪ Scrap Metal ▪ Wood Waste ▪ Concrete/Asphalt/Rubble

Source: California Integrated Waste Management Board, 2008.

Rancho Cucamonga utilizes a three-container system for disposal and recycling.



In order to reduce the amount of solid waste generated in California, the California Integrated Waste Management Board (CIWMB) was created in 1989 to oversee the reporting of solid waste disposal by cities and counties. The CIWMB required that the amount of solid waste sent to landfills be reduced by 50 percent by the year 2000, per Assembly Bill 939 (AB 939). Rancho Cucamonga implemented a series of programs for recycling materials that significantly decreased the amount of waste the City sent to landfills. In 2000, Rancho Cucamonga was diverting 35 percent of its waste from landfills. By 2006, Rancho Cucamonga diverted 57 percent of its waste from landfills through recycling and re-use.

In 2008, the California State Senate passed Senate Bill 1016 (SB 1016) that builds upon AB 939. Instead of looking at diversion rates for cities and counties, the new law requires jurisdictions to report waste generation factors based on disposal weight, as reported by disposal facilities, and reported population and employment data. Table PF-6: Disposal Rates identifies target and disposal rates for 2007 and 2008. The City of Rancho Cucamonga has achieved and exceeded the target numbers identified by CIWMB in SB 1016 and continues to improve existing programs, as well as develop and implement new programs to minimize waste generation and increase recycling.

Table PF-6: Disposal Rates

Calculated Disposal Rates	Pounds Per Person Per Day		
	Target	2007	2008
Per Resident Disposal Rate	6.8	5.3	4.5
Per Employee Disposal Rate	16.7	12.9	11.5

Source: California Integrated Waste Management Board, 2008.

<<http://www.ciwmb.ca.gov/LGCentral/>>

Note: Target rate is the minimum and the City would be out of compliance if it exceeded the target numbers. The lower number is best.

Communications

Residents, businesses, and institutions in Rancho Cucamonga rely on communications infrastructure systems — telephone lines, fiber optic cables, and the airwaves — that allow them to stay connected to friends and family and run their operations efficiently.

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. These technologies have been incorporated into daily life, and businesses find it critical to use new telecommunications technologies and devices to remain successful and competitive. Residents expect good access and service for entertainment, education, and social purposes.

Because telecommunications service providers are private enterprises, the City's role is focused on quality service and equal access to telecommunication technologies for all local users, and on helping businesses attain competitive advantages through state-of-the-art telecommunication systems. The City supports the use of continually evolving telecommunications technology to help improve local businesses and improve the quality of life for residents.

RCTV-3

RCTV-3, the government access cable television channel managed by the City of Rancho Cucamonga, provides Rancho Cucamonga area viewers with informational messages concerning programs and events sponsored or co-sponsored by the City, local school districts, and other local government agencies. In addition to these community messages, RCTV-3 broadcasts the Rancho Cucamonga City Council meetings. RCTV-3 also provides public educational video programming regarding various safety, environmental, recreational, and government-related issues.

Public Facilities and Infrastructure Issues

Key issues relative to public facilities and infrastructure include:

- **Well-designed Public Facilities.** Multi-functional public facilities provide programmable space that can adapt to meet the diverse program and service needs of an evolving population. Multi-functional facilities provide a more efficient use of space than specialized facilities. As the number of different programs offered by the City outpaces the construction of new facilities, multi-functioning facilities will be even more important.
- **Library Facilities and Services Expansion.** Libraries serve as an educational resource, a place for personal enrichment, and a place for engagement and entertainment. The increasing popularity of the City's Libraries has resulted in a few issues. First, library facilities have suffered

from limited space, impacting the amount of materials that can be put in circulation. Additionally, there is a growing demand for diverse programs and materials, and more on-line and technology services are being requested by library patrons.

- **Animal Services.** Caring for domestic animals and pets is a major responsibility and commitment for residents. Spaying and neutering, vaccinations, licensing, and animal care education are just some of the important services for maintaining healthy pets. It is also important to understand about coexisting with local area wildlife.
- **Coordination with Local School Districts.** Rancho Cucamonga is served by multiple school districts and faces challenges in coordinating with all the districts. Each district has developed different standards for school planning programs, site development schedules, and policies regarding joint use of school facilities. The City will have to continue coordinating independently with each individual school district for programs, services, or developments.
- **Accommodate New School Sites.** As the City continues to grow, the City must consider the accommodation of additional school sites to meet the needs of the community. Although school capacity issues are largely the responsibility of the various school districts, the location of any new schools must be coordinated and planned jointly by the City and the school district involved. Planning considerations such as appropriate surrounding land uses, the physical location of any new schools, and the potential to develop joint use facilities must be coordinated.
- **Maintenance and Expansion of Storm Drain Facilities.** Storm drain and other flood control facilities must be maintained, and as new development occurs, the system must be developed further to serve our needs. Future development can decrease the amount of permeable ground area that can absorb water, which in turn can increase stormwater runoff volumes that must be controlled. Continual monitoring of both local and regional water facilities by a concerted effort of the City's Engineering and Public Works Departments and the San Bernardino County Flood Control District will be needed.

Certain areas within the Industrial Specific Plan planning area (located in the southern portion of the City) may require additional detention facilities on a case-by-case basis to provide 100-year flood protection for the structures on these properties. These detention facilities are important in that they prevent flooding in the case of a major storm.

- **Waste Management.** Excessive product waste, building and construction waste, and landscaping materials can enter landfills when many of these materials can be reused, recycled, and composted. Local landfills are slowly being filled to capacity. It will become costlier to transport waste to disposals sites farther away.
- **Communications.** Technology is continually changing. Rancho Cucamonga is committed to providing the state-of-the-art technology wherever and whenever feasible. The City is also focused on maintaining affordability and equal access to all users, including individuals, businesses, educational institutions, and government functions.

Public Facilities and Infrastructure Goals and Policies

The following goals and policies are aimed at providing guidance and policy direction for public facilities and infrastructure in Rancho Cucamonga. These goals and policies ensure that public facilities and infrastructure will continually be expanded, improved, and maintained.

GOAL PF-1: Provide state-of-the-art public and community facilities that support existing programs, accommodate future needs, and are accessible to all members of the community.

Policy PF-1.1: Continue to implement high-quality standards for new public facilities and improvements to existing buildings.

Discussion: Rancho Cucamonga enjoys quality public facilities due to a community heritage of insisting upon quality projects. The results are evident throughout the community, and the expectation for high-quality facilities is reflected in the community values. High-quality facilities have contributed significantly to the attractiveness of Rancho Cucamonga as a place in which investment in property is a wise decision. While initial costs are greater for superior quality, long-term value is well worth the investment.

The City shall explore various ways to measure and manage the impacts of incorporating innovative sustainability features within new construction and the retrofit of older structures. The City's program will focus on identifying minimum standards based on Green Building programs. Project review will remain in house with City staff.

Policy PF-1.2: Promote community facilities as focal points for gatherings, events, and celebrations.

Discussion: Community facilities act as the hub of activity in the community. Within these facilities, many services and programs important to the community are provided. In addition, many of the facilities are physically located in areas that are highly trafficked. In combination, these facilities become key natural focal points in the community and should be maintained as such.

Policy PF-1.3: Locate new community facilities in neighborhoods and centers where they will serve populations with the greatest needs.



Discussion: Community facilities are intended to provide programs and services to the community and serve the greatest purpose when located in areas that have the greatest needs. Locating community facilities where populations are underserved and have great needs serves two functions: it creates equal access to community programs and services throughout the community, and it helps provide local focal points.

Policy PF-1.4: Maintain public facilities and optimize their usefulness during their lifespan.

Discussion: The maintenance, rehabilitation, and renovation of facilities extends their life and usefulness. Inevitably, technologies in facilities will become outdated and buildings and furnishings suffer from the wear and tear of use. Continual maintenance and renovations are needed to ensure quality facility operations and keep technologies useful and current. Existing City facilities will potentially be retrofitted in the future as funding becomes available and sustainable features will be added to meet LEED standards or equivalent.

Policy PF-1.5: Continue to incorporate low-maintenance features into public facilities consistent with the City's sustainability plan.



Discussion: In support of creating more sustainable public facilities and improvements, the City's facilities should continue to incorporate low-maintenance features. This does not mean lower quality. Low maintenance means the use of building materials and landscape features that are well adapted to the climate and have long useful life cycles. Examples include use of plentiful river rock that has been a hallmark of the region for decades and plantings that follow water efficient landscaping principles.

Policy PF-1.6: Maintain multi-functional, flexible, and complementary space at community facilities.

Discussion: Existing City facilities contain spaces that are flexible, complement each other, and can function as business meeting rooms, celebration halls, community event spaces, and classrooms. Facilities need to retain these qualities to adapt to a wider array of events, remain flexible for any City or private programmable needs, and to ensure that a variety of programs, services, and events can be hosted at any time.

Policy PF-1.7: 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.

Discussion: Existing meeting halls, spaces, and other facilities owned or operated by community organizations and school districts are abundant in Rancho Cucamonga. Supplementing City facilities by pursuing partnerships and joint use agreements to utilize or share these spaces provides the City with a larger service area and can extend public outreach throughout the

GOAL PF-2: Improve access for all Rancho Cucamonga residents to high-quality educational opportunities that satisfy each individual's needs, desires, and potential.

Policy PF-2.1: Consult with local school districts to enhance the development of joint-use agreements, allowing for optimum use of school facilities, to provide broad community benefits such as public safety and education.

Discussion: Rancho Cucamonga has been actively involved with the school districts serving the community in establishing agreements for joint facility use. The agreements vary in the degree to which mutually beneficial arrangements have been achieved. This effort needs to be sustained and expanded to achieve even greater optimization of school facilities to service the entire community. This effort may need to include even more creative sharing of responsibilities and costs, such as custodial and maintenance services, security, and supplementary facility construction to leverage existing school facilities. It may also be beneficial to seek establishment of new coordinating mechanisms, such as the formation of a joint City/Districts planning and design committee, creation of model contracts or memoranda of understanding, and documentation of program use where that has been particularly successful. To the extent that this effort could involve several districts and the City concurrently, there may be an opportunity to think much more broadly about shared facility opportunities, benefits, and equitable means of sharing costs.

Policy PF-2.2: Consider the needs of the school districts that serve Rancho Cucamonga in future planning and development activities.

Discussion: The City has historically indicated in the General Plan the location of existing school sites, and has carefully considered the land use impacts of planning policy and development in those general areas. In the past, the City has coordinated the location of City parks adjacent to future school sites, where feasible. This collaborative approach is the foundation for all other cooperative arrangements involving City and school district facilities. This approach continues to be reflected in the General Plan.



Policy PF-2.3: Partner with local public and private schools and Chaffey Community College to maintain effective educational programs for residents of all ages.

Discussion: The City understands that quality education helps strengthen the community by providing a more skilled workforce and



citizens with greater awareness and understanding. Providing effective education programs, such as after-school tutoring, reading programs, etc., should be the responsibility of both the City and the educational institutions involved. Partnering with local public and private schools and Chaffey Community College can serve to identify populations that need educational programs the most and expand the amount of students that benefit from such programs.

Policy PF-2.4: Consult with school districts to explore grant funding opportunities for joint City and school district partnerships and programs.

Discussion: Partnering with school districts is a cost-effective method of sharing knowledge and resources for both the City and school districts, improving and expanding educational opportunities and funding that benefits all students in the City.

GOAL PF-3: Provide high-quality library resources to meet the educational, cultural, civic, and business needs of all residents.

Policy PF-3.1: Continue to provide high-quality library services to the community, including supporting the Archibald Library and Paul A. Biane Library.



Discussion: The quality of library services in the City can be considered very high; however, the City has identified some issues that need to be resolved to maintain the very high quality of service. The space limitation of existing facilities is a hindrance to expanding the Libraries collection of materials. In order to expand the materials available to the community, a long-term building program is necessary. The City has devised a plan consisting of short-, intermediate-, and long-term strategies to sustain quality library services to the community. The City intends to expand current levels of service by expanding document collections, improving storage capacity, providing expanded hours of operation, providing continuous on-line access, and diversifying outlet (physical access) locations.

Policy PF-3.2: 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.



Discussion: The City has devised creative strategies that must be undertaken to improve the high quality of library services provided. The City strategy involves a three-tiered approach,

each of which seeks to continue the cost effectiveness of library services under ever-changing circumstances. Short-term strategies focus on achieving maximum service with existing facilities and seeking a variety of non-conventional outlets for library materials to supplement the libraries and the bookmobile now in use. Intermediate strategies focus on possibly adding library facilities in the most underserved areas of the City and continually expanding use of technology. Long-term strategies encompass a new and expandable main library, expanding the eastern branch, and continued use of technology to diversify access modes.

Policy PF-3.3: Continue to foster pride in the Library as a place for the entire community.



Discussion: The strategy for sustaining quality services is focused on preserving community pride, not only in terms of superior access to reading and research materials, but also in terms of creativity in providing those services.

Policy PF-3.4: Lead by example by successfully considering the full “life-cycle” cost for new public library facilities and improvements to existing library facilities.



Discussion: Considering the full life-cycle costs of new public library facilities and improvements can provide economic and environmental benefits to the City. Designing new facilities to utilize natural processes such as lighting, heating, and cooling can help reduce the use of energy needed to operate library facilities as well as reduce operating costs. Actualizing a successful building model for developing facilities that reduces life-cycle costs can provide a template for other public facilities as well as private development to follow.

Policy PF-3.5: Assist and support life-long learning for adults through computer training programs and comprehensive library collections.



Discussion: Technical skills such as computer skills and access to comprehensive materials are beneficial to adults for numerous reasons. Learning new computer skills can help improve job prospects for adults entering the work force or changing careers, and it can help improve job skills of those adults currently employed. Life-long learning also helps exercise and expand the mind for those adults seeking to satisfy personal enrichment goals.

Policy PF-3.6: Encourage non-exclusive, cross-generational cultural activities and resources that are accessible to people of all ages and backgrounds.



Discussion: Inclusivity is a strong theme in the City. Activities and resources provided in the City need to appeal and be accessible to everyone. This means the City will encourage a wide array of programs, activities, and resources that can be utilized by anyone of any age, race, sex, fitness and health level, and are accessible to everyone regardless of where they live in the community.

GOAL PF-4: Provide animal care and services, including facilitation of adoptions, promotion of animal health and safety, and animal awareness education.

Policy PF-4.1: Provide and enhance services and programs that promote the health and safety of domestic animals.

Discussion: Services and programs that promote the health and safety of animals also indirectly benefit the community at large. The Animal Care and Adoption Center facility provides services such as administering preventative vaccinations. Vaccinations against rabies not only protects animals, but rabies can be easily transferred to humans and can pose a serious health risk. Lost and found services help collect stray animals that roam the streets and provide a central location for reuniting owners with their lost pets. Behavioral services help train and heal aggressive or feral animals that may pose a public risk or nuisance.

Policy PF-4.2: Provide and enhance programs dedicated to protecting the well-being of companion animals and ensuring a humane standard of care.

Discussion: Just as a human would, animal companions can physically feel pain and stress associated with cruel acts or uncomfortable living circumstances. Programs and services that promote humane treatment of animals include the RC Pets Academy, which offers public information and resources about proper care of animals.

Policy PF-4.3: Continue to maintain and improve the Animal Care and Adoption Center facility.

Discussion: The Animal Care and Adoption Center facility is the main hub for the numerous animal services and programs that are provided in the City. The facility serves as an adoption center for those wanting to own an animal, a lost/found center for owners who have lost their pets, and as an emergency medical services center for animals in need. The facility also hosts many programs and services such as spaying and neutering, animal rehabilitation and training, animal licensing, and field services.

Policy PF-4.4: Coordinate with other agencies and jurisdictions to promote the health and welfare of animals.

Discussion: The coordination of services and resources provided by the City and other agencies and jurisdictions can help join similar efforts to produce greater results. The City will continue to support and participate in events and campaigns such as the low cost spay/neuter clinic program that was held in partnership with Upland and Base Line Veterinary Hospitals,

and the Northtown Housing Development Corporation.

Policy PF-4.5: Continue to host and participate in special events, promotions, and fairs to increase awareness of adoptions and raise funds for animal care and services.

Discussion: Special events and fundraising have been critical to providing the resources needed to maintain the numerous animal programs and services provided by the City. The City is aware that events are a great tool for reaching out to the community and like-minded animal groups for support, as well as providing a fun and entertaining event for everyone to enjoy. Events that the City will continue to host and participate in include: “Bark in the Park,” where pets can attend a baseball event at the Epicenter; Rancho Raves for Rescues, where animal rescue groups showcase their organizations; Home for the Holidays and PetSmart National Pet Adoption campaigns, for animal placement; and “Ruff Ride,” a fundraising event.

Policy PF-4.6: Increase public awareness and knowledge of proper pet care, the importance of spaying and neutering, and coexisting with local area wildlife.

Discussion: Awareness of pet issues and a supportive community will help the Animal Care and Services Department with its mission of saving animals’ lives, bringing people and pets together, and ensuring public health and safety. To increase public awareness the City believes it is important to build a community relationship. Past and continual efforts to increase public awareness have included service and educational campaigns and events that have brought resources, staff, and volunteers out of the Animal Center and into the community.

Although wildlife in Rancho Cucamonga neighborhoods may initially seem to be a concern, most wild animals are not dangerous to humans. The Animal Care and Services Department assists residents in balancing wildlife “care” and “control.” The Department provides information and facts to residents about coexisting peacefully with local wildlife.

GOAL PF-5: Ensure provision of water infrastructure to support future growth needs and existing development.

Policy PF-5.1: Support programs of the CVWD that make every practical effort to minimize leaks in the water and recycled water distribution systems, through regular monitoring and maintenance.



Discussion: Maintaining water storage and the distribution system is very important when providing reliable water service. Continual maintenance and long-term improvements will reduce

unnecessary disruptions in the supply of water.

Policy PF-5.2: 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.



Discussion: With the Cucamonga Valley Water District focusing on the expansion of local water supplies, it is important that they provide adequate water treatment facilities that will treat the necessary increase in water.

GOAL PF-6: Provide adequate and reliable wastewater collection and treatment facilities to meet current and future needs.

Policy PF-6.1: Continue to ensure an adequate treatment and collection system capacity for Rancho Cucamonga's wastewater that is conveyed to the Inland Empire Utilities Agency water reclamation facilities, while protecting water quality and public health and minimizing adverse impacts to the environment.



Discussion: Rancho Cucamonga's wastewater system is currently operating at sound levels. Periodic analysis by the CVWD and other responsible agencies is needed to ensure that operating levels remain the same. As development occurs, the City must work with the appropriate agencies to conduct analysis and expand accordingly to ensure the entire system remains adequate.

Policy PF-6.2: Consult with the Inland Empire Utilities Agency and the Cucamonga Valley Water District to ensure that the treatment facility has sufficient capacity to meet future wastewater treatment needs.



Discussion: Provision of wastewater treatment facilities includes consideration of both treatment plants and sewer lines. The City has worked closely with the responsible agencies to ensure that development conditions properly support expansion of these facilities and that management responsibility will continue to be provided as further growth occurs. Over time, the burden on wastewater facilities may be diminished to a limited degree by such techniques as water conservation programs and increased use of reclaimed water. The City intends to remain a leader in these techniques where they are practical as part of the commitment to responsible waste management practices. This is particularly critical, given the significance of waste management practices on the huge Santa Ana River watershed that constitutes an important natural system serving the community and much of the greater metropolitan region.

GOAL PF-7: Minimize the volume of solid waste that enters regional landfills and encourage recycling.

Policy PF-7.1: Continue to adopt programs and practices that minimize the amount of materials entering the waste stream. Encourage recycling and composting in all sectors of the community, including recycling of construction and demolition materials, in order to divert items from entering landfills.



Discussion: The City has conducted aggressive waste reduction programs to comply with provisions of State law. These programs ensure that the City does its part to minimize the amount of materials that enter the waste stream. In addition, the City supports educational efforts that encourage preventative practices such as recycling, re-using, and composting in both the private and public sectors.

Policy PF-7.2: Consult with public agencies and private contractors to ensure adequate refuse collection and disposal facilities are available.



Discussion: The City's refuse and disposal needs are jointly handled by a concerted effort of public agencies and private contractors. Periodic and productive consultations with these groups are needed to ensure that proper collection and disposal facilities will be available to the City for the immediate and long-term future.

Policy PF-7.3: Embrace the sustainability principle that recognizes and takes advantage of the life cycle of goods and materials.



Discussion: Understanding the environmental impacts of the life-cycle (how a product is made, used, and disposed of) of goods and materials is important to making more sustainable choices. City purchasing and operating habits can be altered to choose those goods and materials that are environmentally sustainable, yet cost-effective. Incorporating sustainable materials can be immediately implemented in City operations as a simple strategy to improve the environment. City use of sustainable goods and materials can be used as an example to educate the community on making better choices at home or in their workplace.

Policy PF-7.4: Serve as a role model to businesses and institutions regarding practices and procedures that minimize the generation of solid waste.



Discussion: The City already implements waste reducing measures such as the use of electronic documents and processing, reducing the need for paper use. Implementation measures developed and used by the City can serve as a best practice model and real world example of what private sector businesses can

accomplish.

Policy PF-7.5: Continue to educate the community regarding the benefits of solid waste diversion, recycling and composting, and maintain programs that make it easy for all people in Rancho Cucamonga to work toward and achieve City waste reduction objectives.



Discussion: Recycling can reduce the pollutants emitted from the generation of new materials. The City will continue to promote local recycling of waste and use of recycled materials by implementing provisions of AB 939 and SB 1016 and adopting incentives, regulations, and procedures to specify local recycling requirements.

GOAL PF-8: Support access to high-quality established and emerging communications technologies to facilitate efficient and affordable communication for individuals, businesses, educational institutions, and government functions.

Policy PF-8.1: Support efforts to develop and utilize improved communications technologies in a manner that minimizes visual and environmental impacts to the surrounding area, while benefiting government, business, education, and public safety.



Discussion: Undergrounding of utility lines and regulations on placement of communication towers are currently underway in Rancho Cucamonga to ensure that communication technologies are accessible in the City, yet the aesthetics of the environment are protected. The City will continue to analyze any future communication technology improvements and adjust existing policies and regulations as necessary to ensure visual and environmental impacts are mitigated.

Policy PF-8.2: Make efforts to accommodate future communications and information technologies as they develop, and to replace or remove redundant or outdated technology and its associated equipment.

Discussion: Technology continually changes and Rancho Cucamonga supports accommodating any new technologies that are developed. The City recognizes that certain new technologies make life easier, assist in business development, and are useful for educational purposes. The City is committed to providing state-of-the-art technology wherever and whenever feasible.

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Chapter 8: Public Health and Safety

R A N C H O C U C A M O N G A G E N E R A L P L A N

Introduction

Rancho Cucamonga has long emphasized a proactive approach to public health and safety planning. This effort involves identifying and mitigating hazards present in the environment that may adversely affect property and threaten lives, health, and safety. While recognizing that there is a limit regarding the level of protection that can be afforded, through a proactive approach to planning and the efforts of the dedicated police and fire personnel plus the contributions of community volunteers, the City endeavors to avoid or mitigate these hazards. In addition to planning for and reacting to potential hazards, another important component of maintaining public health and safety is ensuring that we lead sustainable lives, decreasing the impact on global warming and climate change to maintain a healthy Earth.

Since the City's founding, providing adequate public safety has been a core value within the community. In order to provide excellent fire protection and emergency medical services, the City created a subsidiary agency, the Rancho Cucamonga Fire Protection District (RCFPD). The RCFPD has become recognized as a statewide leader in innovation. The police services that are provided by the San Bernardino County Sheriff's Department have been custom tailored to meet the needs of this unique community. The low crime rates and safe streets have been cited as one of the primary reasons why people choose to live and raise their families in Rancho Cucamonga.

Chapter 8: Public Health and Safety

This Chapter consists of the following sections:

- Fire and Emergency Services
- Crime Prevention
- Seismic and Geologic Hazards
- Flood Hazards and Inundation
- Wind Hazards
- Aviation Hazards
- Air Quality, Atmosphere, and Climate
- Noise

Rancho Cucamonga is located at the base of the San Gabriel Mountains. This proximity creates the potential for natural hazards. Faults located at the base of the foothills create the potential for seismic and geologic hazards. Open spaces along the foothills can lead to wildland fires, endangering residential properties that abut the wildland/urban interface. Canyon creeks and streams can lead to flooding hazards during rain storms, while mountain canyons and passes can stir up high winds. Industrial properties in the City, as well as in the region, often need to transport hazardous materials through Rancho Cucamonga on its freeways and rail lines, creating the potential for accidental releases. These are some of the hazards the City has faced for many years and is well prepared to manage them through the coordinated efforts of its dedicated emergency services entities. This Chapter encapsulates the policy direction that enhances the level of protection from natural and human-made hazards.

Achieving Our Vision

The vision for Rancho Cucamonga is based on a commitment to provide a safe living environment for families, businesses, and visitors and placing a high priority on planning for potential natural and human-caused hazards. The high level of public safety the City provides contributes to the quality of life and sense of community in Rancho Cucamonga. The City is a regional leader in environmental sustainability efforts and initiatives to reduce carbon production, thereby guarding against climate change and the associated local public safety impacts. The City of Rancho Cucamonga's vision for public health and safety is reflected in the following Spirit of Rancho Cucamonga Guiding Principles:

The Spirit of Family

- Rancho Cucamonga is a people-first community with a focus on families. We strive to create an environment that leads to stable and healthy families.

The Spirit of Community

- Through programs such as Healthy RC, we inspire a lifestyle that embraces a Healthy Mind, Body and Earth. We support lifelong learning and enrichment, active and healthy living, and environmental sustainability. These values are reflected in our programs and facilities for our residents and businesses. The high quality of services the City provides strengthens community bonds and contributes to healthy lifestyles.
- We depend upon one another and this is demonstrated by encouraging and recognizing volunteerism.

The Spirit of Leadership

- Our City is committed to being a leader in providing a safe place to live, work, and play.
- We promote sustainable neighborhood and building design.

The Spirit of Tomorrow

- Rancho Cucamonga will lead the way to a healthy environment. We are committed to environmental sustainability, which means meeting the needs of the present while conserving the ability of future generations to do the same.

- We are dedicated to a sustainable balance in land use patterns (residential, business, educational, agricultural, recreational, open space, and historic uses) and supporting transportation.
- We continue to provide a stable City government which respects the decisions of the past while being committed to long-range planning initiatives and the positive impacts of future development.

Fire and Emergency Services

The Rancho Cucamonga Fire Protection District (RCFPD) serves the combined 50-square-mile Rancho Cucamonga City and Sphere of Influence area. RCFPD is responsible for providing community protection by managing numerous programs for the efficient delivery of fire protection and emergency medical services, as well as other diverse emergency management and response programs. Personnel are dedicated to the preservation of life and property in service to the people of Rancho Cucamonga. In addition to highly skilled firefighters protecting commercial and industrial structures and homes, the RCFPD has identified specialized skills and trained many of its members and has equipment to deal with different types of emergencies. These include:

- **Wildland Fire Protection:** Firefighters specialize in mitigating fires in the Wildland Urban Interface (WUI) areas.
- **Emergency Medical Services (EMS):** Firefighters trained as Paramedics and Emergency Medical Technicians are responsible for providing rapid response and assessment of life in threatening situations that result from injury or illness.
- **Technical Rescue:** The Technical Rescue team is a specialized team that is trained in confined space rescue, trench rescue, building collapse and shoring, swift water rescue, high angle rope rescue, and large animal rescue.
- **Hazardous Material:** The Hazardous Materials team is a specialized team that is trained and certified to take corrective action to prevent or contain the spread of hazardous materials from spills, explosion, or fire.

RCFPD is also responsible for enforcing and implementing various community-based programs to ensure compliance with established fire standards. In addition, a community based Fire Safe Council has been established to focus on public education related to the threat of fires in the Wildland Urban Interface (discussed below). Currently, RCFPD operates six fire stations in the City; two additional fire stations are proposed, with one currently under construction, as per the recommendations of the 2005 Strategic Plan.

Wildland Urban Interface Fires

Located along the northern parts of the City is the Wildland Urban Interface (WUI), which poses an ongoing threat to the community. During the summer season, dry vegetation, little seasonal rain, and Santa Ana wind conditions can combine to increase the likelihood of fires in the San Bernardino National Forest, potentially threatening residential development near the San Gabriel Mountains. New construction within WUI areas is required to comply with California Building Code Chapter 7A, including requirements for fire retardant or ignition resistant construction

materials at roofs, eaves, vents, exterior walls, exterior windows, doors, and decks. California Government Code Section 51182 also requires buildings within these areas to provide defensible space. Members of the Wildland Fire Protection Team work closely with the City's Emergency Management Program to develop evacuation and travel routes in the event of a wildland fire.

Table PS-1: Fire Stations	
Fire Station	Location
Fire Station 171	6627 Amethyst Avenue
Fire Station 172	9612 San Bernardino Road
Fire Station 173	12270 Fire House Court
Fire Station 174	11297 Jersey Avenue
Fire Station 175	11108 Banyon Street
Fire Station 176	5840 East Avenue
Fire Station 177 ¹	Hellman Avenue and Rancho Street
Maintenance Facility	11274 Jersey Avenue

Source: Rancho Cucamonga Fire Protection District, 2009.

Note:

1. Fire Station 177 under construction as of 2009.

The threat of fire to hillside developments at the base of the San Gabriel Mountains is of real concern to Rancho Cucamonga residents living in the foothills. In 2003, the Grand Prix Fire burned through the entire WUI area of Rancho Cucamonga over a three-day period. Fifteen homes, three of which were in the City and twelve in the Sphere of Influence, were destroyed and more were damaged. Thousands of homes were threatened and evacuated. Figure PS-1 illustrates the fire hazard severity zones and fire protection responsibility areas identified by the California Department of Forestry and Fire Prevention (CAL Fire).

As part of a comprehensive plan to protect Rancho Cucamonga from the threats of wildland fires, the RCFPD has established recommendations for fire prevention, public education, strategic locations of new fire stations, reduction and modification of vegetation, ensurance of adequate water supply, and strict access provisions related to new development. These standards are referred to in more detail in the Local Hazards Mitigation Plan.

Urban Structural Fires

In addition to fires in the WUI, fires also occur within the City's urban areas. However, the threat of urban structural fire conflagration not associated with the WUI is relatively low in Rancho Cucamonga. Rancho Cucamonga requires that all new non-residential buildings over 5,000 square feet provide built-in fire sprinklers. In addition, all multi-family residential unit structures are built with key fire protection features including fire sprinklers.

Figure PS-1: Fire Hazards Severity Zones

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Structural fires occur most frequently in single and multi-family unit dwellings. As the community grows, new mid-rise and high-rise development will pose additional challenges for the RCFPD. There is also a commercial and industrial fire risk present, primarily in older construction, where modern fire protection equipment and systems have not been installed. To mitigate hazards associated with urban structural fires, applicable uniform building and fire codes must be continually enforced through a proactive inspection program.

Emergency Medical Services

RCFPD provides rapid response and assessment of life threatening situations resulting from injury and illness. The Emergency Medical Services (EMS) program consists of certified paramedics who provide Advanced Life Support (ALS) services to treat a variety of illnesses and injuries. Paramedics are responsible for patient assessment, contact with local hospitals, and advanced treatment.

The RCFPD has been a leader in adopting protocols and technology that enhances patient care. This includes its 12-lead EKG program, which helps paramedics detect and treat life threatening heart irregularities in conjunction with San Antonio Community Hospital.

Most of the medical emergencies in Rancho Cucamonga occur in homes and businesses. However, the City also experiences traffic accidents, mass casualty incidents on the freeways, and industrial accidents. Emergency medical services would also be needed in the event of a Metrolink commuter train accident in the City or should individuals become injured on hiking trails, along creeks, or within flood control channels.

Emergency Management

The Emergency Management Program is administered throughout all City departments and the community by the RCFPD. The program includes all four phases of effective emergency management: mitigation, preparedness, response, and recovery, incorporated in an all-hazards planning cycle. The cornerstone of the program is the comprehensive City of Rancho Cucamonga Emergency Operations Plan. Updated regularly, this document details the City's responsibility before, during, and after emergencies. The program also maintains compliance with the federally mandated National Incident Management System (NIMS) and the State Standardized Emergency Management System (SEMS) through regular Incident Command System training and disaster preparedness exercises for employees and the community.

In addition, the program serves as the liaison for the City's disaster volunteers, which include the Auxiliary Communications Service (ACS), responsible for redundant emergency communication, the Alta Loma Emergency Response Team (ALERT), responsible for large animal rescue, and the Citizen Corps Program, which contains the Citizen Emergency Response Team (CERT), providing emergency preparedness information and disaster training for use by individuals in their own neighborhoods in times of emergency. The private sector and the business community are also integral parts of an effective emergency management program. As such, strong relationships are maintained with the Chamber of Commerce as well as Community Organizations Active in Disaster (COAD), a coalition of non-profit agencies committed to disaster response and recovery.

In order to adequately coordinate response activities, the program maintains a fully dedicated and operationally ready Emergency Operations Center (EOC), which

serves as a Multi-Agency Coordination System and facilitates immediate communication with the San Bernardino County Office of Emergency Services. This allows for the full activation of regional, State, and Federal government as necessary.

Hazardous Materials Threat

Hazardous materials and chemicals are used daily by industry, businesses, and residents. Some hazardous material sources include seemingly innocuous businesses such as service stations, medical labs, dry-cleaners, and photo processing centers. Others are large firms that may generate large quantities of hazardous waste, such as chemical manufacturers, electroplating companies, or petroleum distilleries. In addition, commonly used household products such as paints, cleaners, oils, batteries, and pesticides contain potentially hazardous ingredients. Accidental spills or leaks, illegal dumping of hazardous waste, illegal storage, or a transportation accident could release hazardous materials in the community.

Both the Federal government and the State of California require all businesses that store hazardous materials in excess of specified quantities to report their chemical inventories in a Hazardous Materials Management Plan. Businesses are also required to report releases of toxic chemicals into the air, water, and land, as well as off-site transfers of waste to another location. Facilities that store hazardous materials are required to report on pollution prevention activities and chemical recycling. All of these businesses operate under stringent regulations governing the storage, use, manufacturing, and handling of hazardous materials.

The U.S. Environmental Protection Agency (EPA) maintains and publishes a database that lists properties that handle or produce hazardous materials. The EPA defines a small quantity waste generator as one that produces between 100 and 1,000 kilograms of hazardous waste per month. Small businesses like dry cleaners, auto repair shops, hospitals, and metal plating shops usually are defined as generators of small quantities of hazardous waste. As of 2009, approximately 130 small quantity generators operated in Rancho Cucamonga. The EPA defines a large quantity generator as a business that produces over 1,000 kilograms of hazardous waste per month. Large quantity generators include large manufacturing facilities and businesses like chemical manufacturers. As of 2009, 20 large quantity generators were located in Rancho Cucamonga. In addition, Rancho Cucamonga has nine registered transporters of hazardous waste.

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), which is also referred to as the Superfund Act, is a Federal law designed to protect the environment from risks created from previous chemical disposal practices. The EPA designates Superfund sites as neglected or abandoned sites with hazardous waste that could possibly threaten local ecosystems and/or the community. The EPA assigns “archive” status to sites where no immediate or long-term risks to human health are posed. In 2009, the EPA listed one CERCLA/Superfund site in Rancho Cucamonga.

Hazardous Materials Management

RCFPD is the first responder for any hazardous material emergencies in the community, and has a dedicated Hazardous Materials Team at Day Creek Station 173 (north of Base Line Road). This specialized team is trained in both biological and chemical hazardous materials emergency response. Hazardous materials emergencies are most likely to occur on local highways and in the industrial area of the City.

RCFPD also coordinates hazardous materials and emergency preparedness planning and appropriate response efforts with other City departments and outside agencies. Rancho Cucamonga participates in a county-wide interagency coalition to better utilize the expertise and equipment that exists within all participating Fire Districts. The City also adopted a Standardized Emergency Management System (SEMS) Multi-Hazard Functional Plan to respond to chemical emergencies.

The City of Rancho Cucamonga provides a permanent drop-off facility for household hazardous waste (HHW) at a San Bernardino County facility within the community. Both RCFPD and City staff members are trained in hazardous waste handling and emergency response procedures.

Crime Prevention

Public safety is of the utmost importance in Rancho Cucamonga. Accordingly, the City adds equipment and personnel to enhance and meet increased police service needs as the population and businesses grow. In addition, the City continues to seek out programs that educate the public on crime trends, awareness, prevention, and safety. In addition to Rancho Cucamonga's law enforcement professionals working to reduce crime in Rancho Cucamonga, the City has strong volunteer policing programs in place, reflective of residents' dedication to the community.

Police Services

Rancho Cucamonga contracts with the San Bernardino County Sheriff's Department (SBCSD) for police services. SBCSD provides a full range of specialty and support services that would not be available in small municipal police departments, including: Homicide Investigations, Helicopter Patrol, Narcotics Investigations, Special Enforcement Team (SWAT), Media Relations, Crime Lab Services, Bomb and Arson Teams, among others. Given the large territory covered by the Sheriff's Department, Rancho Cucamonga also benefits from a regional approach to crime fighting and public safety. The challenge facing the SBCSD is to work with each contract city in defining the unique service delivery needs of a community and then providing services consistent with those needs and expectations.



There is a Police Substation located at Victoria Gardens Shopping Center.

The SBCSD operates the Police Department and provides response services, criminal investigation services, traffic enforcement, and preventive patrol with the main police facility located at the City’s Civic Center. There is also a sub-station located within the Victoria Gardens Shopping Center and one satellite office located at Vineyard Avenue and Base Line Road. The City intends to design and construct a new public safety facility in the northeast part of the City (known as the North End Station, to be located at Milliken Avenue and Grizzly Drive). The new public safety facility will offer the same services as the main station. The Police Department also maintains a motor home that can be utilized as either a command post or a temporary station if needed.

Table PS-2: Police Stations	
Fire Station	Location
Police Department (main facility)	10510 Civic Center Drive (City Hall)
Victoria Gardens Satellite Station	7743 Kew Avenue
Satellite Office	Vineyard Avenue and Base Line Road

Long-range planning is the key to maintaining the level of public safety Rancho Cucamonga currently experiences. The long-term goals of the Rancho Cucamonga Police Department include:

- Maintaining the current high level of services being provided, despite population and territorial growth
- Continual review and evaluation of the San Bernardino County police services contract to ensure a constant high level of service as the City’s needs change
- Planning for and implementing changes in levels of staffing and equipment to maintain high levels of services for future growth

Reinforcing that commitment is the network of neighborhood watch groups who work together on pro-active measures to deter crime. In addition, Rancho Cucamonga has a Solution Oriented Policing Unit that works with other City agencies and residents to develop practical, innovative, and permanent solutions to reducing crime. This unit includes a gang detail, a crime prevention unit, a bicycle enforcement team, school resource officers, and an “Every 15 Minutes” Youth Anti-Drunk Driving Program. The Police Department also benefits from extensive volunteer programs including a Sheriff’s Reserve Team, Citizen’s Patrol Program, and Citizen’s Equestrian Unit. The Equestrian Unit patrols over 150 miles of hiking and riding trails in the area. Volunteers donate thousands of hours of time to support the crime prevention services of the Police Department.

The Rancho Cucamonga Police Department also works in cooperation with the law enforcement agencies of neighboring cities and jurisdictions, as well as State and Federal agencies. There is a Mutual Aid Plan in place, which sets up contingency plans for assistance and cooperation in the event of a large-scale disaster or emergency.

Crime Prevention Through Environmental Design

Rancho Cucamonga values effective crime prevention and strives to find creative ways to make residents and businesses safe. Crime Prevention Through Environmental Design (CPTED) is a planning tool that focuses on the proper design and use of the built environment to deter and prevent crime. Strategies include design techniques that encourage “eyes on the street” building orientation and design features that deter criminal activity and positively influence human behavior and the perception of safety.

Rancho Cucamonga’s CPTED is a multi-disciplinary approach that includes many City departments and agencies (including Planning, Police, Business Licensing, Code Enforcement, and others) and members of the community to work together to reduce crime. The expertise provided by these groups helps the City fix underlying problems instead of focusing on isolated solutions to individual incidents.

The five basic principles of CPTED provide the foundation for the crime prevention strategies related to physical design. These principles make it clear that CPTED is oriented almost exclusively toward crimes of opportunity: crimes committed by perpetrators who are unknown to the potential victim. While not all crimes are of this type, they constitute the vast majority and account for the greatest sense of fear by law-abiding citizens. The principles include:

- **Engagement.** Involve community members as participants in the crime prevention network through Neighborhood Watch, Citizen Patrol, Equestrian Patrol, reserve officers, and other programs in conjunction with the Police Department and other law enforcement agencies. This is critical to preventing crime. To deter crime, make sure the community is aware of potential criminal activity, is geared to observing and reporting crime, and is educated on crime prevention techniques. The goal is to have plenty of “eyes on the street.”
- **Natural Surveillance.** It is important to organize physical features, activities, and people in such a way as to maximize visibility so that crimes of opportunity can more readily be witnessed. The prospect of being seen deters criminal activity.
- **Natural Access Control.** The judicious placement and design of entrances, exits, driveways, signs, fencing, landscaping, and lighting physically guides people coming to and going from a space. This is particularly valuable in making escape appear more difficult for criminals after they have committed a crime.
- **Territorial Reinforcement.** The use of physical attributes that express ownership, such as fences, pavement treatments, art, signs, and landscaping help distinguish those who belong in an area from those who may not and aids in the quick identification of unusual behavior.
- **Management and Maintenance.** The continued use of a space for its intended purpose, which serves as an additional expression of ownership and territoriality, reinforces the identity of places and spaces that are safe; simply making an area less desirable for potential criminals.

Seismic and Geologic Hazards

The Southern California landscape clearly reveals the earth forces that shaped the region and that we live with daily. The mountain ranges are expressions of the Earth's surface moving, which continues to push the San Gabriel Mountains upward at a rate of up to two centimeters per year. As a result of location, Rancho Cucamonga needs to plan for potential earthquakes, secondary seismic effects, and geologic conditions.

Seismic Hazards

While many natural and man-made hazards have the potential to impact the City, the event with the greatest potential for loss of life, property, and economic damage is an earthquake. The hazards associated with an earthquake in Rancho Cucamonga include ground shaking, fault rupture, landslides, and foundation failures caused by liquefaction or settlement. Earthquakes can also trigger many secondary effects such as landslides and rock falls, urban fires, building collapse, water tank or dam failures, disruption of essential facilities and systems (water, sewer, gas, electricity, transportation, and communications), and hazardous materials releases.

Although it is not possible to prevent earthquakes from occurring, their destructive effects can be minimized. Through the implementation of comprehensive hazard mitigation programs, including the identification and mapping of hazards, prudent planning, emergency exercises, enforcement of building codes, and expedient retrofitting and rehabilitation of weak structures, the City can significantly reduce the scope of damage caused by an earthquake.

The Reservoir Hazard Study for the Cucamonga Valley Water District (CVWD) evaluated the performance of CVWD's tanks under seismic loads from earthquakes on the nearby Cucamonga and Red Hill faults. Should a large earthquake occur on either of these faults, the study indicates that none of CVWD's water tanks will survive undamaged. Most (14) will suffer only broken pipe connections, 10 will probably suffer tears or seam breaks, and 2 will likely collapse. These findings are significant in their impact on fire flow and emergency storage following an earthquake.

Ground Shaking

Ground shaking is the general term that refers to all aspects of movement of the Earth's surface resulting from a seismic event. Ground shaking is normally the major cause of damage in earthquakes, and the amount of damage generally correlates to the magnitude of the earthquake and proximity to the event's epicenter.

The City of Rancho Cucamonga is located near two of California's most active faults, the San Andreas and San Jacinto Faults. These faults are thought to have the highest probability of generating a large earthquake in the near future (up to 7.3 and 6.7 magnitude, respectively). Figure PS-2 illustrates the locations of faults.

While activity on the San Andreas and San Jacinto Faults is considered more likely, a major earthquake (7.0 magnitude) on the Cucamonga Fault, located in the northern Sphere of Influence, is assumed to be the worst-case earthquake scenario for the City. Ground displacements of up to 9 feet could occur along the fault, intense ground shaking could last more than 30 seconds, and losses could be extensive.

Figure PS-2: Fault Hazards Map

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Another major fault, traversing the City in a northeast direction, is the Red Hill Fault. This fault consists of three segments: (1) the Etiwanda Avenue Fault Scarp, which has been shown to be clearly active; (2) a southern section at the base of Red Hill with uncertain activity; and (3) a probable central segment that has not yet been located. The Etiwanda Avenue Fault Scarp (potential for 6.5 magnitude earthquake) is considered capable of ground shaking at an intensity that presents unacceptable risks to proposed structures. The other two segments, not yet detected, could induce further damage.

A fault scarp is a feature on the surface of the earth that looks like a step caused by slip on the fault.

Fault Surface Rupture

In 1972, the Alquist-Priolo Earthquake Fault Zoning Act was enacted to mitigate the hazard of fault rupture by prohibiting the construction of buildings along all active fault lines. The Act dictates that jurisdictions withhold development permits for sites within an Earthquake Fault Zone until geologic investigations demonstrate that the sites are not threatened by surface displacements from future faulting.

Alquist-Priolo Earthquake Fault Zones have been designated for the Cucamonga Fault and a portion of the Red Hill Fault, referred to as the "Etiwanda Avenue Fault Scarp." Since adoption of these zones, two potential changes have been identified.

The first is to include recently discovered splays of the Cucamonga Fault in the northwestern portion of the City within the Alquist-Priolo Earthquake Fault Zone. The second is the adoption of another Earthquake Fault Zone for a portion of the Red Hill Fault near the western boundary of the City. It is conjectured that the Red Hill Fault may extend to meet the Etiwanda Avenue Fault Scarp, however evidence is inconclusive. As such, the City continues to designate a Potential Zone for this area, where special geologic investigations will be required for all essential and critical facilities. Critical facilities include fire stations, schools, hospitals, dams and flood control structures, bridges, communication centers, and other facilities that are needed during an emergency or would pose unacceptable safety risks to the community if severely damaged. Figure PS-2: Fault Hazards Map illustrates the existing and proposed Alquist-Priolo Zones in Rancho Cucamonga.

Liquefaction

Liquefaction is a geologic process that causes various types of ground failure. Liquefaction typically occurs when loose, saturated sediment of primarily sandy composition is subject to strong ground shaking. When liquefaction occurs, the sediments involved experience a total or substantial loss of shear strength and behave like a liquid substance. California's Seismic Hazards Mapping Act provides for statewide mapping of seismic hazards. Not all areas of California have been mapped yet; as of 2009, no information was available for Rancho Cucamonga as mapping is still being conducted.

However, a review of high groundwater areas in the City can provide some indication for areas of concern regarding liquefaction. In Rancho Cucamonga, three small areas of concern have been identified. These areas are located in the western portion of the City, where groundwater is within fifty feet of the surface, which meets the condition for liquefaction to occur (Figure PS-3: Geotechnical Hazards). However, regional mapping indicates that much of the sediment in these areas may be too dense to liquefy. Projects proposed in these potential liquefaction zones should address the potential for liquefaction to occur, and mitigate as needed.

Landslides

Landslides can result from earthquake-related ground shaking or failure of steep slopes due to water saturation or unstable soil conditions. Landslides can overrun structures, people, or property. They can sever utility lines and block roads, thereby

hindering rescue operations following an earthquake. California law requires identification of landslide zones in which the stability of hill slopes must be evaluated. Figure PS-3: Geotechnical Hazards, as referenced above, outlines the areas of the City that are susceptible to seismically induced landslides.

Settlement

The potential for seismic settlement to occur is based on the intensity and duration of ground shaking and the relative density of the subsurface soils. Most of the City is susceptible to some degree of seismic settlement, as the alluvial fans underlying much of the City are of low density. However, as past earthquakes have shown, seismic settlement is primarily damaging in areas subject to differential settlement. Although differential settlement generally occurs slowly enough that its effects are not dangerous to building inhabitants, it can cause significant building damage over time. In the City, differential settlement is most likely to occur at the base of the San Gabriel Mountains, and especially where loose or uncontrolled (non-engineered) fill is used.

Geologic Hazards

The San Gabriel Mountains are among the fastest rising and fastest disintegrating mountain ranges in the world. Due to Rancho Cucamonga's proximity to the mountain range, these rapid changes make the City susceptible to geologic hazards including debris flows and falling rocks due to erosion of the steep slopes, concentration of precipitation from storms, and rapid stream flow from mountain streams, leading to increased potential for land subsidence in certain soil conditions. The areas most at risk from hazards associated with debris flow and falling rocks are located along the base of the San Gabriel Mountains in the northern portion of the Sphere of Influence area.

As with seismic hazards, the Municipal Code contains the baseline minimum standards to guard against unsafe development in geologically hazardous areas. These standards are further supported through zoning regulations, hillside development standards, and the policies and implementing actions contained in this General Plan.

Slope Stability

The potential for slope failure is dependent on many factors and their interrelationships. Some of the most important factors include slope height, slope steepness, and shear strength and orientation of weak layers in the underlying geologic units. Ultimately, prolonged rainfall, erosion and undercutting by streams, man-made alterations to the slope, or seismic shaking can cause a slope to fail.

Debris flows, like rock falls, occur rapidly and without warning, causing boulders, cobbles, and sand to fall within the drainages of the eastern San Gabriel Mountains. These drainage areas include Cucamonga Creek, Demens Canyon, Deer Canyon, Day Canyon, and East Etiwanda Creek. Debris flows and flooding hazards associated with the San Gabriel Mountains are controlled by the San Bernardino County Flood Control District, which maintains numerous debris basins and flood control facilities in the City and Sphere area. County and City officials work together through the project review process to ensure that new development is properly protected from debris flows and flooding. Figure PS-4: Slopes illustrates the slope steepness and mitigation guidelines proposed in the City.

Figure PS-3: Geotechnical Hazards

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Figure PS-4: Slopes

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To reduce future debris flow and slope instability, maintenance of existing debris basins and flood control facilities is required, as well as environmental preservation of the eastern San Gabriel Mountains. Additionally, a Hillside Development Regulations Ordinance was designed and adopted to help achieve these goals.

Subsidence

Ground subsidence is the gradual settling or sinking of the ground with little or no horizontal movement. This condition is usually associated with the extraction of oil, gas, or groundwater from below the ground surface, or the organic decomposition of peat deposits, with a resultant loss in volume. The thick alluvial deposits underlying most of the City would be susceptible to subsidence should rapid groundwater withdrawal occur. Damage to structures as a result of regional subsidence may be greatest at the valley margins adjacent to the San Gabriel Mountains and possibly the Red Hill Fault. A regional approach to groundwater conservation and recharge is required in these areas.

Flood Hazards and Inundation

Rancho Cucamonga, due to its location at the base of the San Gabriel Mountains, has a history of flooding. Many of the streets in the northern portion of the City have been known to flood. Comprehensive storm drain improvements and flood control projects have reduced the threat of floods somewhat, but not entirely. An unusually large storm and flash flooding can create flooding hazards within the City.

The largest flood in recent memory occurred in 1969, and many residents were unprepared for a flood of this size. A damaged flood levee structure in the Cucamonga Spreading Grounds failed, causing the Cucamonga Creek to breach its channel and resulted in \$68 million in damages. Another major flood occurred in 1977; damages were especially severe on Vineyard Avenue and Hellman Avenue. The most recent large-scale flood occurred in 1983. Alta Loma High School on Base Line Road was damaged with more than 30 of its classrooms flooded. Flood waters damaged asphalt streets in the City causing wash-outs, cave-ins, and flooded homes.

Flood Hazard Areas

The unpredictable range in seasonal rainfall that is typical of Southern California, coupled with the location near the San Gabriel Mountains, makes Rancho Cucamonga vulnerable to flooding during the winter storm season. To prepare and mitigate hazards from flooding, Rancho Cucamonga participates in the National Flood Insurance Program. Flood Insurance Rate Maps, or FIRMs, are prepared by the Federal Emergency Management Agency (FEMA) to identify potential flood zones. Figure PS-5: Flood Hazard Zones, identifies the “Special Flood Hazard Areas” for Rancho Cucamonga, as recorded by FEMA. The Flood Hazard map shows locations of essential public facilities.

Flood hazards related to storm events are generally described in terms of a 100- or 500-year flood. These are floods that, respectively, have a 1.0 percent and 0.2 percent chance of occurring every year. Rancho Cucamonga has adopted flood protection standards requiring minimum building elevation, flood proofing, and anchoring of buildings in areas that are identified as prone to flooding. The precise limits of the flood plain areas and the flood zone designations can be viewed on the FIRM maps in the City’s Engineering Department.

Drainage Plans and Facilities

The City maintains a Master Drainage Plan to provide a drainage system that will adequately convey a 100-year storm event. In addition to storm drains and flood control channels, the system includes debris basins and spreading grounds to reduce mud flows. The drainage system in Rancho Cucamonga has been substantially improved in recent decades and contains an integrated approach that provides for regional and local drainage flows. The completion of the Hillside Storm Drain, Deer Creek Channel, Demens Channel, and Day Creek Debris Basins has reduced the extent of potential flooding within the City. Recent improvements, including the Upper and Lower Hermosa Storm Drain projects, the Archibald Storm Drain project and the Etiwanda/San Sevaine Flood Control project, have further reduced flooding potential in the City.

The San Bernardino County Flood Control District is responsible for the regional facilities and the City of Rancho Cucamonga is responsible for the localized facilities. Both agencies coordinate in the preparation of drainage plans as well as individual project review based on design criteria established by the San Bernardino County Flood Control District.

The City of Rancho Cucamonga has prepared specific drainage plans for the east and west portions of the City. The drainage plans detail the funding required through collection of revenue from new development for construction of the systems. The plans approximate the flood control needs of a fully developed drainage area.

A substantial portion of the City is not covered by the two City drainage plans identified above. Instead, the drainage system for the area is covered by a number of adopted Specific Plan or Community Plan facilities. Developers within the County of San Bernardino Flood Control District are responsible for completing the necessary drainage facilities not covered by City drainage plans.

Two areas within the City are known to be deficient in their level of drainage improvements. The first area consists of those portions of the City that are not yet developed and, therefore, have no flood control improvements. Future development of these areas will decrease the amount of permeable ground area that can absorb water, thereby contributing to an increase in the amount of stormwater runoff that must be controlled. Therefore, as development continues, new flood control facilities will be required.

In addition, certain areas within the Industrial Specific Plan areas may require additional detention facilities. The drainage facilities for the industrial property generally located north and south of the Metrolink tracks between Haven Avenue and Rochester Avenue were designed and constructed using San Bernardino County Flood Control criteria in effect during the early 1980s. New development within this area may require the addition of detention facilities on a case-by-case basis to provide 100-year flood protection for the structures on these properties.

Figure PS-5: Flood Hazards

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Dam Inundation

Dam or catch basin failure could occur as a result of an earthquake, erosion, design flaw, or water overflow during storms, causing inundation in certain parts of the City. California law requires dam owners to provide the Governor's Office of Emergency Services with an inundation map showing the extent of damage to life and property that would occur given a complete and sudden dam failure at full capacity. The inundation areas for the water retention facilities that could affect Rancho Cucamonga are shown in Figure PS-6.¹

There are four debris and water catch basins located within the City, and a small portion of southwestern Rancho Cucamonga could be affected by a breach of the San Antonio Dam in Upland. The dam is a flood control and water conservation project constructed and operated by the U.S. Army Corps of Engineers.

The closest acute care hospital, San Antonio Community Hospital in Upland, is located in the inundation path of the San Antonio Dam, which was damaged by the relatively minor 1990 Upland earthquake, and is considered vulnerable to a Cucamonga or San Andreas Fault earthquake.

Even if earthquake damage at the dam does not result in failure, damage to the dam may lead to evacuation of the potential inundation areas, including San Antonio Community Hospital. Therefore, disaster planning must consider alternative acute care facilities for casualties.

Inundation studies based on failures of CVWD's water tanks indicate that four of the projected reservoir failures will impact land that is currently vacant, three are expected to inundate one or two structures, and one reservoir site may inundate as many as 15 residences. The City is required by State law to have in place emergency procedures for the evacuation and control of populated areas within the limits of inundation below the dams. In addition, real estate disclosure upon sale or transfer of property in the inundation area is required.

Hazards and Development Suitability

A key consideration in relation to the three natural hazards discussed above (Seismic, Geologic, and Flooding/Inundation) is how these hazards impact the suitability of development. Table PS-3: Suitability of Development in Seismic/Geologic Hazard Areas indicates the general specifications for critical structures and structures for human occupancy in relation to potentially hazardous conditions.

¹ Mapping data is not available for inundation areas associated with Deer Canyon or Day Creek debris basins.

Table PS-3: Suitability of Development in Seismic/Geologic Hazard Areas

Potential Hazards	Land Use ¹	
	Critical Structures	Structures for Human Occupancy
Ground Rupture		
Across Known Active Fault	prohibited	prohibited
Elsewhere in Special Studies Zone	study required	study required
Liquefaction		
In Identified Special Hazard Zone	study required	study required
Dam Failure		
In Potential Inundation Path	prohibited	study required
Slope Failure		
>30% in steepness	prohibited	prohibited
10-30% in steepness	study required	study required

Note:

1. Lifelines require special study in all cases. May require special design when located across known active fault.

Wind Hazards

The City of Rancho Cucamonga has a history of extensive windstorms, often related to Santa Ana winds. The Santa Ana winds are strong, extremely dry offshore winds that characteristically sweep through the area in late fall and early winter. High winds can also result from thunderstorm inflow and outflow or high and low pressure systems moving through the region. High winds have speeds reaching at least 50 miles per hour, and can exceed 100 miles per hour. Wind events constitute one of the most frequent major hazards in the City. Not only do windstorms happen frequently; they can be costly in terms of property damage and can cause injury to people.

The winds affecting Rancho Cucamonga can damage structures, uproot trees, and create dust storms in the southern part of the City where the soil type is susceptible to wind erosion. Additionally, as the southern part of the City has shifted from agriculture to developed lands, the severity and frequency of dust storms has been reduced substantially.

An additional consideration, given the agricultural heritage of the community, is the impact of these winds on aging windrows that consist mainly of Blue Gum Eucalyptus trees. Where urban development has encroached upon these windrows, the potential for damage to structures or even injury to people is substantial. When windrows are not well maintained, the debris that accumulates around the trees is a fire hazard and a nuisance.

Rows of Eucalyptus trees (“windrows”) were originally planted as windbreaks to protect the citrus groves from the Santa Ana winds blowing through the canyons or the mountain passes.

Figure PS-6: Dam Inundation

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While the strategies for minimizing this aspect of wind hazards are aimed primarily at the remaining windrows, these strategies apply to an increasing degree to any large trees that are part of the urban landscape. This is particularly true where inadequate planting and maintenance techniques have been practiced.

Aviation Hazards and Airport Compatibility Planning

LA/Ontario International Airport is a commercial jet service airport located in the City of Ontario. The airport is owned and operated by Los Angeles World Airports (LAWA). In 2008, over six million passengers departed from and arrived at the airport on over 124,000 commercial and general aviation flights. In addition, over 480,000 tons of freight moved through the airport.

The northern runway is located approximately one mile from Rancho Cucamonga's southern boundary. The airport's runway safety zones extend from both ends of the runways in the City of Ontario, but no aircraft safety zones affect Rancho Cucamonga. Departing planes primarily fly over Ontario and Montclair, and most commercial jet arrival flights cross Fontana and Ontario. Smaller private planes fly over southern Rancho Cucamonga as they take off and land, avoiding the jet aircraft flight patterns.

Section 21675(a) of the California Public Utilities Code requires that airport land use compatibility plans (ALUCPs) be based upon long-range Airport Master Plans adopted by the airport owner/proprietor or, if such a plan does not exist for a particular airport, an Airport Layout Plan may be used with the approval of the California Division of Aeronautics. Compatibility plans must also reflect the anticipated growth of the airport with a minimum 20-year horizon. Compatibility plans address aircraft noise, safety, airspace protection, and overflight notification based on existing and future airport operations and can place restrictions on building heights, types of land uses, and density of uses within the Airport Influence Area.

As of 2010, a master plan for LA/Ontario International Airport had not been prepared; however, master planning efforts initiated by LAWA in 2002 were suspended in late 2008 due to the national economic slowdown and decline in aircraft operations. In 2008, the City of Ontario initiated an update to the Airport Land Use Compatibility Plan (ALUCP) for LA/Ontario International Airport utilizing information from LAWA's master planning efforts. The City of Rancho Cucamonga and other neighboring jurisdictions that may be affected by operations at the airport participated and contributed towards development of the ALUCP.

Since LAWA discontinued master plan efforts for LA/Ontario International Airport, the City of Ontario submitted and received approval by the State Division of Aeronautics for a Composite Airport Layout Plan showing existing and proposed runway configurations for compatibility planning purposes. LAWA's 2008 master planning efforts for LA/Ontario International Airport proposed a reconfiguration of the runway system, shifting both runways south and east of their present positions. LAWA regarded this reconfiguration necessary to enable the runway system to accommodate SCAG's 2008 Regional Transportation Plan growth projections of 33.4 million annual air passengers and 3.2 million annual tons of cargo by 2030. Prior to any airfield reconfiguration and expansion at LA/Ontario International Airport, LAWA

must first complete the LA/Ontario International Airport Master Plan and required environmental review.

In the mid-1990s, California law was amended to streamline new development within Airport Influence Areas and allow cities and agencies to conduct their own airport consistency reviews through the Alternative Process, in lieu of an Airport Land Use Commission. In 1996, the County of San Bernardino elected to adopt the Alternative Process and delegate the responsibility for preparing an Airport Land Use Compatibility Plan, making airport consistency determinations for new development, and mediating land use disputes to local jurisdictions. Subsequently, in 1996 the City of Ontario adopted by resolution the Alternative Process and accepted the responsibility for compatibility planning around LA/Ontario International Airport, at a time when impacts did not extend outside the City of Ontario. Since then, on-going growth of the airport, future growth projections, and updated State compatibility planning standards have extended airport influence areas outside the City of Ontario. These factors have required the Alternative Process to be amended and include neighboring jurisdictions into the compatibility planning process.

The amended Alternative Process will allow the City of Rancho Cucamonga to conduct its own consistency reviews for new development within LA/Ontario International Airport's Influence Areas. The Alternative Process establishes a Technical Advisory Committee (TAC) with membership from each affected jurisdiction. The TAC is intended to provide a coordinated approach to compatibility planning around LA/Ontario International Airport and include key stakeholders in the planning process. The TAC will also provide technical information, issue consistency findings, and be ambassadors to compatibility planning matters. Where possible inconsistencies arise between land use projects within the Airport Influence Area and the ALUCP, a mediation board will settle disputes.

Rancho Cucamonga has participated in the TAC process and ALUCP planning efforts. The City anticipates working with the TAC and member jurisdictions regarding future airport planning decisions that directly affect Rancho Cucamonga. The City recognizes the importance of the LA/Ontario International Airport and the economic benefits it provides to the entire region. However, the City wants to balance the growth of the airport with impacts associated with the airport on properties in Rancho Cucamonga. The City also looks to balance the need of protecting airport and aircraft operations with restrictions on land uses in Rancho Cucamonga that would affect the economic value of properties.

Airspace Protection

The Federal Aviation Administration (FAA) provides regulations regarding protecting airspace around airports. The FAA is concerned about the consequences that certain land uses, buildings, and associated activities can have on the airport and aircraft operations. Under Part 77 of the Federal Aviation Regulations (FAR), the FAA requires notice of proposed construction in excess of certain heights that may affect the safety of aircraft operations. FAR Part 77, Subpart B, requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and one foot upward (slope of 100 to 1) for a distance of 20,000 feet from nearest point of any runway. Beyond the FAA Height Notification Area boundary, any object taller than 200 feet requires FAA notification.

Figure PS-7: Airspace Protection, identifies Part 77 surfaces within Rancho Cucamonga. The authority of the FAA in these matters extends only as far as issuing

Figure PS-7: Airspace Protection

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a notice of hazard to air navigation. The FAA has no authority over local land use; limiting the height of structures falls upon the local jurisdiction. However, the responsibility of the results of FAA review should be taken into account by a jurisdiction prior to approving a project. The airspace protection component of the ALUCP will be based on Part 77.

FAR Part 77, Subpart C (Obstruction Surfaces) establishes standards for determining obstructions to air navigation. Further procedures and notification boundaries will be developed through the Airport Land Use Compatibility Plan or developed specifically by Rancho Cucamonga to be integral to its development review process.

Overflight Notification

Overflight notification is meant to inform potential buyers or tenants regarding the presence of LA/Ontario International Airport and potential impacts on property, particularly residential property. Consistent with the ALUCP, the City is committed to requiring notification to prospective buyers and tenants within the airport influence area of the impacts of aircraft overflight. Notification can be accomplished through an aviation easement dedication, recorded overflight notification (recorded deed), or real estate disclosure. Further procedures and notification boundaries will be developed through the Airport Land Use Compatibility Plan or developed specifically by Rancho Cucamonga to be integral to its development review process.

Air Quality, Atmosphere, and Climate

Each day, individuals inhale approximately 3,400 gallons of air. When we breathe in air, we also take in the contaminants that result from daily activities such as driving cars, burning fossil fuels, and manufacturing chemicals. Although air quality in Southern California has improved since the 1960s, even with the region's substantial economic expansion and population growth, further improvements are needed. The Southern California region still has some of the most polluted air in the nation.

In addition to human health concerns with regard to air quality, the daily activities are significant sources of carbon dioxide and other greenhouse gas emissions, which are the leading causes of global climate change. Global climate change, or global warming, is the increase in the average temperature of the Earth since the mid-twentieth century. As the global temperature increases, other likely effects include sea level rise, increases in the intensity of extreme weather events, species extinctions, and changes in agricultural yields.

Air Quality

Rancho Cucamonga lies in the northwest portion of the South Coast Air Basin and is at the foot of the mountain chain defined by the San Gabriel and San Bernardino Mountains. These mountain ranges direct air circulation and dispersion patterns. The combination of onshore wind patterns, mountain range barriers, and temperature inversions can trap air within the community and prevent the vertical dispersal of air pollutants.

South Coast Air Basin

Rancho Cucamonga is located within the South Coast Air Basin, a 6,000-square-mile area that encompasses Los Angeles County and the non-desert portions of Orange, Riverside, and San Bernardino Counties. Through the U.S. Clean Air Act (1970) and the California Clean Air Act (1988), both the State and Federal governments have established health-based Ambient Air Quality Standards (AAQS) for a variety of air pollutants. The South Coast Air Quality Management District (SCAQMD), created in 1976, is the regional agency authorized to develop and enforce air pollution control standards mandated by the Federal and State Clean Air Acts within the Basin. Rancho Cucamonga has continued to work with the SCAQMD and in accordance with the applicable Air Quality Management Plan to improve local and regional air quality.

Local Air Quality

SCAQMD monitors the air quality in the basin through a regional network of air pollution monitoring stations. The Basin is a “non-attainment” area for Federal and State air quality standards for ozone and State standards for particulate matter. At the monitoring station nearest to Rancho Cucamonga, ozone levels have consistently exceeded State and Federal standards. However, the number of days that ozone levels have exceeded State and Federal standards has been consistently decreasing each year. This can largely be attributed to State measures requiring newer vehicle models to emit fewer emissions. Particulate levels have also exceeded the State standards every year. Unlike ozone, suspended particulate levels have exceeded State standards at a relatively consistent level over the last five years.

Sources of Air Pollution

Motor vehicles represent the major source of regional emissions throughout the Basin and within Rancho Cucamonga. Efforts to reduce emissions from this source can result in significant improvements in air quality. In the past, national and regional land use patterns have inefficiently distributed housing, employment centers, and mass transit. This development pattern has led to excessive automobile usage and resulting air pollution. Many of the transportation-related pollutants (ozone, sulfur dioxide, and small particulates) are respiratory irritants and thus are a major contributing factor to rates of asthma. They are also associated with a higher incident and severity of respiratory symptoms, impaired lung function, and other health problems.

Sources of non-mobile air pollution include industrial/manufacturing uses, auto repair businesses, dry cleaners, and other businesses that regularly use chemical solvents. Common sources of fine particulate matter (PM10) include road dust, construction activity, grading, and fires (including fireplaces). Air pollution is significantly worse where air pollutants are concentrated, including energy-intensive industrial areas, high volume roads, diesel truck routes, rail yards, and sea ports.

Atmosphere and Climate

The scientific consensus is that global climate change is an increasingly acknowledged environmental problem and that it is caused as greenhouse gases are released into the atmosphere faster than the Earth’s natural systems can re-absorb them. Global climate change is likely to be one of the largest problems this generation faces.

A 2007 Supreme Court ruling confirmed that greenhouse gases qualified as pollutants and could be regulated by the EPA. The process of developing Federal regulations on greenhouse gas emissions is anticipated to begin in 2009/2010.

See the Resource Conservation Chapter for more information on energy and water conservation, green buildings, and sustainability to curb global climate change.

In response to these concerns, California enacted legislation in 2006 and 2008 that requires jurisdictions to comprehensively address how long-range plans will begin to reduce greenhouse gas emissions and help achieve statewide air quality goals. AB 32, the Global Warming Solutions Act of 2006, established a comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gas emissions. The law aims to reduce carbon emissions in California to 1990 levels by 2020.

SB 375, Redesigning Communities to Reduce Greenhouse Gases, passed into law in 2008, is implementing legislation for AB 32. This legislation endeavors to control greenhouse gas emissions by curbing sprawl (the unplanned, uncontrolled spread of urban development). The legislation encourages compact development patterns that reduce the need to drive, thereby reducing air pollution from car exhaust, conserving water, and protecting habitat, among other benefits. To achieve these goals, this law is designed to align regional land use, housing, and transportation plans with greenhouse gas reduction targets.

Without a reduction in greenhouse gas emissions, global changes affecting Rancho Cucamonga in the future could include:

- More frequent heat waves
- More extreme weather events
- More frequent and increased severity droughts
- Increased potential for tropical insect-borne diseases

Rancho Cucamonga recognizes the importance of reducing greenhouse gas emissions to preserve a high quality of life and safety for generations to come. Many actions undertaken by the City directly or indirectly improve air quality. These include building residential units near the Metrolink station, pursuing Mixed Use development, supporting transit use, development of bicycle routes and trails, and supporting the use of alternative fuel vehicles (AFVs) in the City's fleet and in the community. Considering air quality issues in the decision-making process will ensure that new development results in limited emission levels to the extent feasible. Rancho Cucamonga also leads by example, with sustainable building and operation processes for City government.

Transportation and energy production are among the leading activities associated with greenhouse gas emissions. As such, it is important to understand how the long-range planning decisions as well as daily activities can have implications on local air quality. As SB 375 indicates, air quality issues are intricately related to policies in the Managing Land Use, Community Design, and Historic Resources Chapter and the Community Mobility Chapter of the General Plan that reduce use of and dependence on automobiles. Implementation of sustainability policies throughout this General Plan will help minimize the City's contribution to global climate change.

Noise

Noise is commonly defined as intrusive or undesired sound. Excessive noise can be disruptive, be it from the continuous thrum of trucks traveling along a busy roadway or the whine of gasoline-powered leaf blowers on an otherwise quiet morning. Noise may interfere with communication, work, rest, recreation, and sleep, and can impact residents' quality of life. In extreme cases, excessive noise may produce

physiological or psychological damage. For all of these reasons, the City evaluates noise-generating sources and ambient noise conditions in land use planning and decision making.

This section provides policy direction for minimizing noise impacts on the community and for coordinating with surrounding jurisdictions and other entities regarding noise control. By identifying noise-sensitive land uses and establishing compatibility guidelines for land use and noise, noise considerations will influence the general distribution, location, and intensity of future land use. The result is that effective land use planning and mitigation can alleviate the majority of noise problems.

Noise Metrics

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 represents 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. Ambient sounds in the urban environment generally range from 30 dBA (very quiet) to 100 dBA (very loud), as indicated in Table PS-4: Typical Sound Levels.

Because people generally are more sensitive to noise intrusions during the evening and night hours, State law requires, for planning purposes, use of such metrics as the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (Ldn). These metrics add an artificial decibel increment to quiet time noise levels in a 24-hour noise descriptor to account for increased sensitivity during late hours. The CNEL descriptor requires that an artificial increment of 5 dBA be added to the actual noise level for the hours from 7:00 a.m. to 10:00 p.m., and 10 dBA for the 10:00 p.m. to 7:00 a.m. period. The Ldn descriptor uses the same methodology, except that no artificial increment is added to the hours between 7:00 a.m. and 10:00 p.m. Both descriptors yield roughly the same 24-hour level, with the CNEL being only slightly more restrictive (that is, higher).

Noise Source at a Given Distance	A-Weighted Sound Level in Decibels	Example Noise Environment	Perception
Shotgun (at shooter's ear)	140	Aircraft carrier flight deck	Painfully Loud
Civil defense siren (100 ft)	130		Threshold of Pain
Jet takeoff (200 ft)	120		

Table PS-4: Typical Sound Levels

Noise Source at a Given Distance	A-Weighted Sound Level in Decibels	Example Noise Environment	Perception
Loud rock music	110	Rock music concert	Very Loud
Pile driver (50 ft)	100		
Ambulance siren (100 ft)	90	Boiler room	Moderately Loud
Pneumatic drill (50 ft)	80	Noisy restaurant	
Busy traffic; hair dryer	70		
Normal conversation (5 ft)	60	Data processing center	
Light traffic (100 ft); rainfall	50	Private business office	Quiet
Bird calls (distant)	40	Average living room/library	
Soft whisper (5 ft); rustling leaves	30	Quiet bedroom	Very Quiet
Normal breathing	20	Recording studio	Threshold of Hearing
	10		

Source: Beranek, L.L. 1998. *Noise and Vibration Control*. Institute of Noise Control Engineering.

Effects of Noise

At 60 dBA, noise can impair a person’s ability to understand what someone else is saying, and sound levels over 40 to 45 dBA can disturb sleep. A person’s likelihood of hearing loss strongly increases at prolonged exposure to sound levels over 85 dBA.

The level of background (ambient) noise is the key factor used to determine whether a particular land use should locate in a particular location. In Rancho Cucamonga’s neighborhoods, residents expect to experience ambient noise conditions that allow them to conduct their day-to-day activities without interference from noise. Face-to-face conversations at a distance of about five feet can be conducted with relative ease where A-weighted noise levels are as high as 66 dBA. In conversations involving groups of people, the level of background noise needs to be between 50 and 60 dBA to allow people to hear each other.

With regard to sleep disturbance and noise, sleep generally follows similar patterns in people of all ages, from falling asleep, to deep sleep, to waking states, to in-between. The time spent in each state varies, but sound can interfere with any sleep stage. Although people can acclimate themselves to certain noises and sleep through them, quieter night-time noise levels generally are more conducive to restful sleep patterns, and as noted, residents expect their neighborhoods to be quiet at night.

Because of the ways that different people perceive noise, in any given noise environment a variety of reactions can be expected, ranging from serious annoyance to no awareness. As a general observation, studies have shown that if a noise problem is allowed to occur, a greater reduction in the noise level (ranging from five dBA to 10 dBA) is often necessary to appease complaints than would have been necessary if the noise had instead been addressed at the design stage. For this reason, the preferred approach regarding noise control is to address it early in the development process.

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. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that structures have been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

City noise standards are included in the Development Code for each land use district. In addition, the City has adopted a Noise Abatement section of the Development Code (Section 17.02.120) that has special provisions for determining and addressing noise issues. Noise complaints are addressed on an individual basis.

Figure PS-8: Noise Compatibility Matrix generally reflects guidelines promulgated by the California Office of Noise Control. This matrix provides the City with an integral tool to gauge the compatibility of land uses relative to existing and future noise levels.

The Noise Compatibility Matrix allows for higher ambient noise levels for residential development within areas designated for higher density residential uses and Mixed Use. However, where Mixed Use is allowed in Rancho Cucamonga, and where residential neighborhoods directly interface with commercial development, such as along Foothill Boulevard, careful review of site design and operational characteristics of individual commercial uses will allow the City to address any site-specific noise concerns through design and operational conditions applied to individual projects.

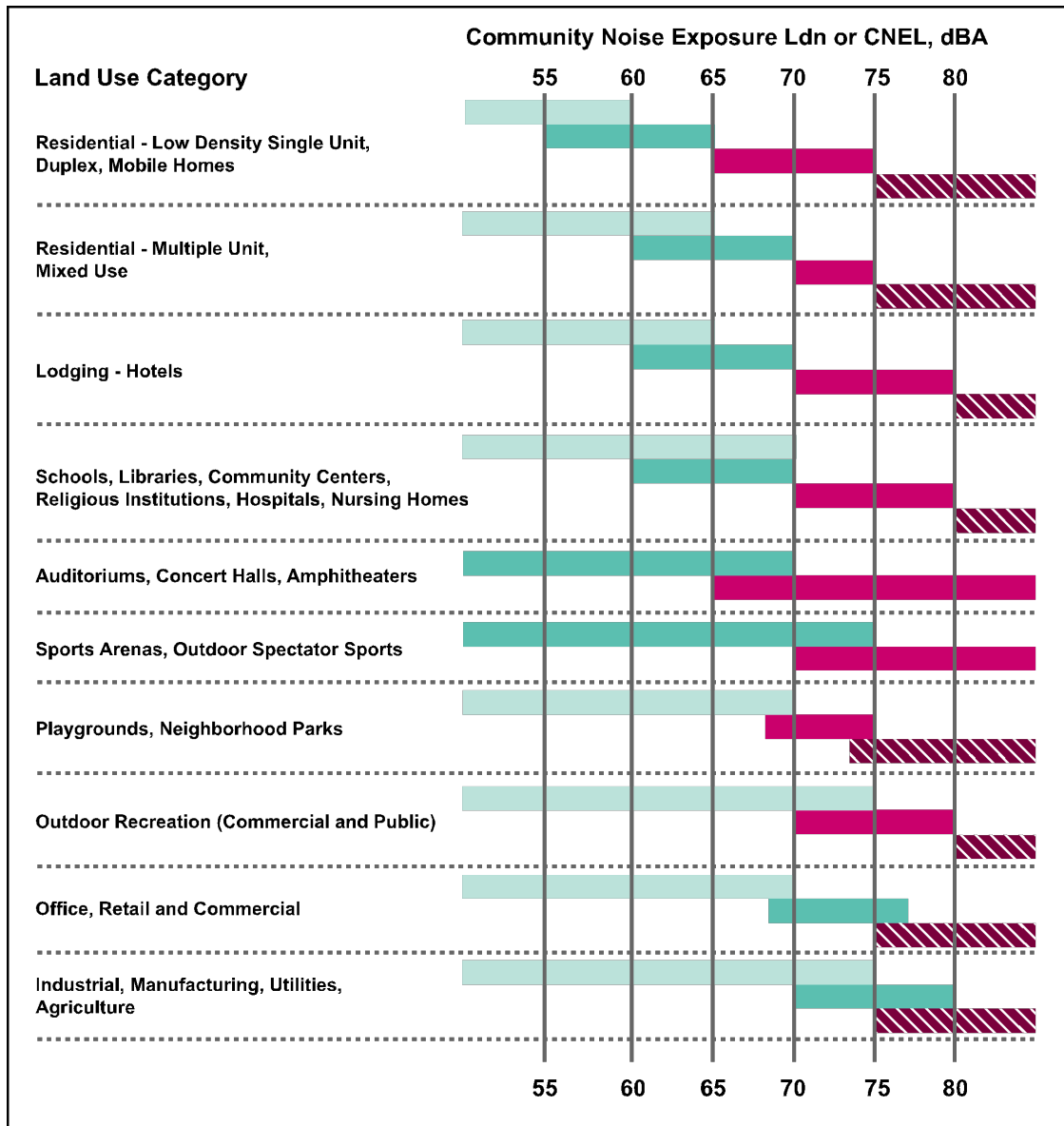
The Noise Environment

Noise Conditions - 2009

Noise surveys conducted in 2009 revealed that the ambient noise environment in Rancho Cucamonga largely is influenced by roadway noise (Figure PS-9: Existing Noise Contours - 2009). To a lesser degree, aircraft operations at LA/Ontario International Airport and trains contribute to noise conditions in the areas near these activities. Distinct truck, railroad, and aircraft noise are notable in the southern portion of the City.

Two types of noise sources are considered in the community noise inventory: stationary sources and mobile sources. Stationary sources include industrial and construction activities (including truck loading), playgrounds, outdoor sports facilities,

Figure PS-8: Noise Compatibility Matrix



Normally Acceptable
Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environment will seem noisy.

Normally Unacceptable
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design. Outdoor areas must be shielded.

Clearly Unacceptable
New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

landscape maintenance equipment, construction activities, and the typical sounds heard in a residential neighborhood (power tools, barking dogs, etc.). Mobile noise sources refer to cars, trucks, motorcycles, buses, aircraft, and trains.

In Rancho Cucamonga, the key transportation corridors that contribute to ambient noise levels are I-15, SR-210, and the Metrolink rail line. Areas adjacent to freeways experience noise levels approximately 70 to 75 dBA CNEL. Sound walls along I-15 and SR-210 help alleviate some of the noise impacts from the freeways. Areas adjacent to the Metrolink railroad can experience levels of noise up to 71 dBA when trains are passing through. There are residential uses adjacent to the railroad immediately west of Haven Avenue. Land uses east of Haven Avenue generally consist of industrial uses, so train noise is not a major concern.

Vehicles traveling on Haven Avenue can generate noise levels up to 75 CNEL along the edge of the roadway.



Foothill Boulevard, Base Line Road, Haven Avenue, Milliken Avenue, Day Creek Boulevard, 19th Street, Archibald Avenue, Arrow Highway, and Vineyard Avenue/Carnelian Street are roadways in the City that carry significant vehicle volumes. Measurements taken in residential neighborhoods near these roadways in 2009 indicated that noise levels typically range from 60 to 70 dBA CNEL. Local traffic contributes considerably to noise levels throughout the City.

Figure PS-9: Existing Noise Contours - 2009

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With regard to aircraft noise, the jet landing patterns at LA/Ontario International Airport are oriented east-west. Occasional aircraft noise can be heard in southern areas of Rancho Cucamonga. No noise contours over 60 dBA CNEL extend into Rancho Cucamonga. Jurisdictions that experience the brunt of airplane departure and arrival noise levels are Ontario, Fontana, and Montclair.

Future Noise Environment (2030)

The projected noise exposure contours for year 2030 are indicated in Figure PS-10: Future Noise Contours - 2030. The future noise contours should be considered as a guide to identifying potential land use/noise compatibility issues and will be used to determine the requirement for project specific noise studies and mitigation. In comparison to the 2009 noise contours presented in Figure PS-9, future noise levels will increase, but not significantly. Noise level increases are projected to occur along Haven Avenue, Milliken Avenue, and Foothill Boulevard due to increased traffic volumes.

Public Health and Safety Issues

Key issues relative to public health and safety are:

- **Wildland Urban Interface Fires.** Rancho Cucamonga's location adjacent to the San Bernardino National Forest and San Gabriel Mountains puts it at high risk for Wildland Urban Interface (WUI) fires. This type of fire begins in the chaparral north of the City and can spread to structures in those areas and on the perimeter of the City.
- **Emergency Medical Services.** Rancho Cucamonga Fire Protection District (RCFPD) is the first responder to medical emergencies. EMS responses are the most common response made by RCFPD, and service demands have been steadily increasing. As the Rancho Cucamonga population ages, and new residents and employees locate here, the EMS program will continue to be impacted.
- **Emergency Management.** In the event of an emergency or natural disaster, it is important to have clear, up-to-date plans to expedite response. Public outreach and education regarding emergency preparedness is also crucial.
- **Hazardous Materials.** Releases of explosive, reactive, corrosive, toxic, and flammable materials can cause injury, life loss, and property damage and may necessitate evacuations. Emergency plans and trained personnel are necessary to adequately respond to hazardous materials emergencies.
- **Crime Prevention.** Rancho Cucamonga has set high standards for public safety and protection, and as a result is one of the safest cities of its size in the nation. To maintain these high levels of public safety, it will be important to continue to evaluate existing programs, meet response time goals, and support crime prevention through environmental design. In addition, involving the community in crime prevention programs is integral to the City's public safety success.

- **Seismic and Geologic Hazards.** The presence of multiple faults within and near Rancho Cucamonga poses a seismic hazard to residents and businesses in the City.
- **Flood Hazards and Inundation.** Rancho Cucamonga is a tributary to flood waters emanating from the San Bernardino National Forest and other unincorporated areas north of the City. The proximity to these areas necessitates a regional approach to responding to stormwater flows, debris and mudflows, and potential inundation from dam or catch basin failure. In addition, an increase in potential flood hazards may arise from future development in the City. As development occurs over open spaces, new infrastructure, pavement, etc. will decrease the amount of exposed permeable ground area that can absorb water. With this reduction of permeable ground, an increase in the amount of stormwater runoff will follow that must be controlled.
- **Wind Hazards.** The strength of windstorms in Rancho Cucamonga can damage structures, uproot trees, and create dust storms. Furthermore, high winds create public safety issues affecting traffic conditions and school operations as well as an increasing demand on fire and police services and the City's Emergency Operations Center.
- **Airspace Protection.** Operations at LA/Ontario International Airport can impact Rancho Cucamonga regarding safety and flight patterns. Potential development height restrictions and other development regulations could affect certain airport-influence zones in southern Rancho Cucamonga.
- **Overflight Notification.** LA/Ontario International Airport aircraft fly over Rancho Cucamonga. The City intends that prospective buyers and tenants within the airport area be notified to create awareness of the potential impacts of overflight.
- **Air-Quality.** Air pollutant levels in the community are frequently unhealthy, and Rancho Cucamonga must make an effort to reduce greenhouse gas emissions and curb global climate change. In addition, the complexity of air quality issues and the regional nature of the matter demands that the City work closely with other local and regional governments and agencies to ensure everyone does their part in improving air quality and curbing climate change.
- **Noise Impacts.** The most significant noise sources in Rancho Cucamonga – cars, trucks, trains, and airplanes – are beyond the City's regulatory control. However, the City can use land use planning strategies to minimize the effects of transportation-related noise. Heavier industrial business activities, specifically those within the industrial areas, generate noise levels that generally are incompatible with residential uses. Land use policies emphasize separation of such uses, and local regulatory controls can be used to minimize conflicts.

Figure PS-10: Future Noise Contours - 2030

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Public Health and Safety Goals and Policies

The following goals and policies are aimed at providing guidance and policy direction regarding public health and safety in Rancho Cucamonga.

GOAL PS-1: Plan, promote, and demonstrate a readiness to respond and reduce threats to life and property through traditional and innovative emergency services and programs.

Policy PS-1.1: Reduce the loss of life, property, and injuries incurred as a result of fires by offering and supporting comprehensive fire prevention, public education, and emergency response programs.



Discussion: Fire hazards pose a threat to Rancho Cucamonga residents, especially in areas near the Wildland Urban Interface (WUI). Fire prevention is effective when it includes public education and appropriate land use restrictions, as well as adequate facilities and personnel to mitigate fires when they occur. The Fire District is expected to continually develop effective prevention and response strategies to address this constant risk.

Policy PS-1.2: Strive to limit loss of life and property as a result of wildland fires through adequate wildland fire protection services, education and enforcement of defensible space and brush clearance requirements, and wildland fire evacuation and preparedness plans.

Discussion: The dry vegetation north of the City is conducive to quick moving and high-heat fires that can spread rapidly and cause damage to structures and homes. Keeping brush and vegetation away from structures is critical to decreasing risks to these structures, and evacuation and preparedness plans are necessary to ensure that responses to wildland fires are coordinated and efficient.

The Fire District shall routinely assess the current threat to life and property in the WUI. Needs for improvements in response capability will be identified.

The City should also expand the existing education and warning system that can be activated following significant wildland fires on the hillsides above the City. Education efforts can include mailers to households in the affected areas, public meetings, and/or door-to-door education campaigns that inform the public of wildland fire safety tips and procedures.

Policy PS-1.3: Continue to provide high-quality patient care with cross-trained firefighter/paramedics and emergency medical technicians. Improve the level of patient care in the community through the development and implementation of innovative emergency medical service delivery strategies.

Discussion: Rancho Cucamonga enjoys a high level of Emergency Medical Services as provided by the RCFPD. However, the service demands on the City's Emergency Medical Services (EMS) program have increased steadily over the years. The EMS program will be further impacted by growth factors including continued construction of new housing developments, additional senior housing, assisted living and skilled nursing facilities, accidents and collisions related to SR-210 and the I-15 freeways, and visitors to the various recreational venues and expanding retail centers.

Policy PS-1.4: Work with the Police Department to expedite the investigation of fires associated with arson.

Discussion: Arson is a violent and dangerous crime against property and people. Arson can be especially dangerous when applied to the wildland areas near Rancho Cucamonga. Recent extremely damaging fires, including the Old Fire (2003) in San Bernardino and the Los Angeles County Station Fire (2009), were set by arsonists. Rancho Cucamonga will expedite and cooperate with all arson investigations to help bring arson culprits to justice.

Policy PS-1.5: Promote a high quality of life and safety for all residents with community safety education campaigns and comprehensive fire and injury prevention programs.

Discussion: Public education programs are an important component of emergency preparedness. The City will continue educating the community regarding safety hazards and tips to protect residents in case of emergencies.



Policy PS-1.6: Minimize life and property loss and injuries by maintaining a comprehensive technical rescue program.

Discussion: The RCFPD has a Technical Rescue team trained in performing rescues in special and difficult circumstances. The Team is trained in confined space rescue, trench rescue, building collapse and shoring, swift water rescue, high angle rope rescue, and large animal rescue. Most of the Team's calls require rope rescue usually in the steep foothills of the District.

The Technical Rescue Team is certified as a Heavy Level Rescue and was the first Heavy Level Team in San Bernardino County. Additionally, the Technical Rescue Team is part of the California State Office of Emergency Services System, which allows for the Team to be activated throughout the State if needed.



Policy PS-1.7: Foster a supportive relationship with businesses and citizens regarding Fire inspections and Code Enforcement programs.

Discussion: Proper building construction and built-in fire protection (including sprinklers) significantly reduces the risk of damage and large-scale urban structure fires. As such, it is imperative to enforce codes and regulations through inspections and public education.



Policy PS-1.8: Improve the professional standards and operational readiness of fire department personnel through modern training techniques, professional development, and fitness programs.

Discussion: Maintaining RCFPD services is critical to protecting the health and welfare of the City and its residents. Rancho Cucamonga must continue to be proactive in the training of personnel and the use of the latest technologies and techniques to protect the community from harm.

Policy PS-1.9: Require adequate water supply and fire flow throughout the City to meet fire demand during times of peak domestic water demand through a cooperative relationship with the Cucamonga Valley Water District.

Discussion: There is currently an adequate water supply and flow to meet the needs of Rancho Cucamonga. The City needs to maintain this level to meet RCFPD demands in the event of an emergency and to provide the highest level of service to the community. As the City's population increases, it will be particularly important to extend and improve the water system commensurate with new development. Preventative maintenance of water lines, hydrants, and reservoirs must be continued.

Policy PS-1.10: Review and determine needs for future system improvements when indicated by key performance measures.

Discussion: The fundamental strategy of the RCFPD Strategic Plan is to provide appropriate Fire Station location (distribution) and staffing in order to effectively handle various emerging service demands (concentration). It is crucial that a properly equipped and staffed fire department resource arrive at the scene quickly to initiate action in the event of an emergency. While statistics may indicate more frequent demands in certain parts of the community, a serious fire or life-threatening emergency can and does occur at any place, any time, throughout the community. Therefore, it is a goal that all areas of the community can be reached within the timeframe established by the adopted service goals within the Fire Strategic Plan. As the community continues to change and develop, reviewing the Strategic Plan goals to ensure that response time remains consistent is necessary.

Policy PS-1.11: Coordinate, plan, and manage a comprehensive capital improvements program for expansion and improvement of fire and life safety services in response to the needs of a growing community.

Discussion: The 2005 RCFPD Strategic Plan outlines a series of recommendations to maintain high service levels. In order to develop a plan to expand and improve the response system and maintain high levels of service, a comprehensive capital improvements program will be necessary.

GOAL PS-2: Strive to maintain the appropriate level of community preparedness for natural and human-caused disasters and threats.

Policy PS-2.1: Support an appropriate level of individual and community preparedness.

Discussion: Rancho Cucamonga supports a strong, ongoing program of emergency preparedness that includes comprehensive All-Hazard Emergency Planning and Preparedness by the RCFPD. Public education regarding what to do in the event of a disaster, fire prevention, and steps to take during medical emergencies are also important components of emergency preparedness.

Policy PS-2.2: Maintain the Emergency Operations Center to enhance community safety.

Discussion: The City's new Emergency Operations Center (EOC) opened in 2005. A centralized and permanent location, the EOC provides a place to concentrate response activity in the event of a disaster.

Policy PS-2.3: Identify public facilities and critical infrastructure to be protected, and take action to prepare and respond effectively to emergencies.

Discussion: Parks and other community facilities can serve as sites for emergency operations and shelters in the event of a disaster. Future design and improvements of these facilities should accommodate emergency functions. Critical infrastructure and facilities, as identified in the Hazard Mitigation Plan, include the City's fire and police stations, schools, utilities, and local government buildings. These facilities were deemed "critical" due to their importance in the day-to-day operations of the City or for their role in response to a disaster.

Policy PS-2.4: Regularly review and update emergency plans that are in place in the event of emergencies and/or disasters.

Discussion: The City's Emergency Management Program, as managed by the RCFPD, is responsible for maintaining and updating the City's emergency plans, including the Hazard Mitigation Plan and Emergency Operations Plan. These documents should be updated regularly, to be "living" documents that change with the City's needs as it continues to evolve and develop.

Policy PS-2.5: Develop plans for short-term and long-term disaster recovery.

Discussion: Well planned and executed post-disaster recovery can help existing businesses survive, help residents stay in the community, and restore normalcy quickly after a disaster. The City has a responsibility to be prepared in advance to conduct community recovery efforts as efficiently and wisely as possible. The Multi-Hazard Disaster Plan does not address long-term recovery. Future recovery plans should ensure that buildings are rebuilt safely, and establish a process for rebuilding quickly.

Policy PS-2.6: Continue to coordinate automatic mutual aid agreements with Federal, State, local agencies, and the private sector to establish responsibility boundaries, joint response services, and multi-alarm and station coverage capabilities.

Discussion: Mutual aid agreements with Federal, State, local agencies, and the private sector will be critical in the event of a worst-case earthquake scenario along the Cucamonga Fault. There is a Mutual Aid Plan in place, which sets up contingency plans for assistance and cooperation in the event of a large scale disaster or emergency. The City will continually maintain such mutual-aid agreements to ensure maximum assistance in the event of a major emergency.

GOAL PS-3: Protect City residents, businesses, and employees from the potential hazards associated with the use, storage, transport, and disposal of hazardous materials in and through Rancho Cucamonga.

Policy PS-3.1: Continue to coordinate hazardous material planning and appropriate response efforts with other City departments, as well as local, County, and State agencies to further improve readiness to mitigate local impacts resulting from hazardous material-induced emergencies.



Discussion: The City takes part in a comprehensive effort with the State, County, and other jurisdictions to identify and manage hazardous materials and to respond to hazardous materials accidents. Because hazardous materials may spread beyond jurisdictional boundaries, it is important to maintain cooperative relationships so that mitigation can quickly be implemented.

Policy PS-3.2: Identify and regulate businesses that handle hazardous materials in Rancho Cucamonga.

Discussion: Both the Federal government and the State of California require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to submit a business plan, report releases of toxic chemicals, and report off-site transfers of waste to another location. The City is committed to supporting and strengthening this effort through local code enforcement actions, penalizing repeat violators of regulations, and conducting annual fire inspections to confirm the accuracy of information provided by businesses that handle hazardous materials.

Policy PS-3.3: Educate residents and businesses about proper disposal methods of household hazardous waste, and the availability of less toxic materials that can be used in place of more toxic household materials.

Discussion: Most victims of chemical accidents are injured at home, according to the Office of Federal Emergency Management Assistance (FEMA). Most of these accidents result from carelessness or lack of knowledge regarding household hazardous and flammable materials. It is important for the City to continue to provide additional information and resources to encourage proper disposal and handling of hazardous materials and also encourage the reduction of hazardous material use. A permanent drop-off facility for household hazardous waste is located at a San Bernardino County facility within the City and is staffed by personnel who have been trained in procedures for handling the waste.

GOAL PS-4: Provide a high level of public safety services throughout Rancho Cucamonga.

Policy PS-4.1: Regularly evaluate Police Department programs and make adjustments as needed to respond to the changing needs of the community.

Discussion: The Police Department provides a variety of services and programs that go beyond responding to emergencies associated with traffic accidents and crimes. The Solution Oriented Policing (SOP) Unit employs a range of innovative law enforcement and crime prevention programs. Volunteer and community based policing programs are also important to maintain. The City recognizes the value of each of these police programs, and encourages continued success through regular evaluation of these programs.

Policy PS-4.2: Maintain, and improve where feasible, police response times to all calls for service and require that a minimum four-minute response time is maintained for emergency calls.

Discussion: Response times to emergency and non-emergency calls are impacted by a number of factors including population growth, traffic patterns, location and number of stations, and number of officers on duty. The Police Department should continue to conduct an annual response time analysis that determines if response time problems are encountered and how adjustments in services should be made to correct any deficiencies. This analysis should also consider new and proposed development in the City.

Policy PS-4.3: Continue to promote neighborhood watch programs for residential areas aimed at empowering neighborhoods to watch for and report any suspicious activity.

Discussion: Neighborhood Watch programs have proven to be very effective in creating both the reality and sense of security desired by residents. Continued efforts by the Neighborhood Watch, along with physical design strategies and strong police responsiveness, ensure an ongoing low crime rate in the community.

Policy PS-4.4: Promote existing crime prevention programs for commercial and industrial areas.

Discussion: Security from crime is a major concern in the business community, in part because of the daily time periods during which so many of the business entities are closed or have limited use. Larger developments typically have either a dedicated or contracted security service to augment police services. Smaller developments may not and, in such cases, a cooperative program similar to a residential neighborhood watch system could be of value.

Policy PS-4.5: Encourage the continuation of volunteer public safety forces, including a police reserve unit, citizen's patrol, equestrian patrol, and the Explorer Program.

Discussion: The City has a number of volunteer, community based policing programs including the Law Enforcement Explorer Program, Citizen's Patrol, Bicycle Enforcement Team, Reserve Police Officers, and Equestrian Citizen Patrol Programs. These volunteer forces free up valuable police assets and serve to strengthen the community by actively involving citizens in day-to-day police activities.

Policy PS-4.6: Utilize the principles of Crime Prevention Through Environmental Design (CPTED) during the review of development projects.

Discussion: In order to incorporate safety and security into the design of the built environment, the City's design review process takes into consideration CPTED principles. Projects are promoted that reduce crime by providing maximum visibility for pedestrian pathways, channeling movement and creating clear movement patterns, providing territorial reinforcement, and supporting continued maintenance of properties.

GOAL PS-5: Minimize the potential damage to structures and loss of life that may result from earthquakes and other seismic hazards.

Policy PS-5.1: Require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and developmental review process for all structures proposed for human occupancy.

Discussion: Figure PS-2: Fault Hazard Map, identifies the locations of the existing and proposed expansion of Alquist-Priolo Earthquake Fault Zones. Consistent with this exhibit, the City proposes to include recently discovered splays of the Cucamonga fault in the northwestern portion of the City within the Alquist-Priolo Earthquake Fault Zone and adopt another Alquist-Priolo Earthquake Fault Zone for the remainder of the Red Hill Fault.

In Rancho Cucamonga, the Alquist-Priolo Fault Zone requirements are applied to all proposed structures for human occupancy, whereas State law only requires that requirements are applied to projects of four or more units. Within the buried/uncertain segment of the Red Hill Fault, a Potential Zone will be created where special geologic investigations will be required for all essential and critical facilities to demonstrate the site is not threatened by surface displacements from future earthquakes. Critical facilities include fire stations, schools, hospitals, dams and flood control structures, bridges, communication centers and other facilities that are needed during an emergency or would pose unacceptable safety risks to the community if severely damaged.

Policy PS-5.2: Establish minimum setbacks for any structure proposed for human occupancy within the Special Studies Zones identified on the Fault Hazard Map, based on minimum standards established under State law and recommendations of the project geologist and City Engineer.

Discussion: Setbacks recommended for active faults in the City can never be less than 50 feet on either side of the zone of deformation, and should be based on the recommendations of the project geologist and City Engineer. In the case of low angle faults, such as the Cucamonga Fault, asymmetric setbacks are common because the upper plate contains fractures and displacements at greater distances from the main fault trace. Setbacks of 100 feet or more may be necessary in certain areas. In the case of critical facilities, setbacks from potentially active faults are required under State law.

Policy PS-5.3: Promote the strengthening of planned utilities through the Cucamonga Valley Water District's Master Plan, the retrofit and rehabilitation of existing weak structures and lifeline utilities, and the relocation or strengthening of certain critical facilities to increase public safety and minimize potential damage from seismic and geologic hazards.

Discussion: The aging of older, weaker structures increases the risk of hazards resulting from earthquakes. As such, attention should be directed to the existing public utilities and critical facilities that are vulnerable in the event of a major earthquake in the City. This includes certain water storage reservoirs in the community operated by CVWD, San Antonio Community Hospital in Upland, and possibly existing debris basins. The City Building Official requires that critical structures within the City be designed to remain functional following the maximum credible shaking of the structure at the site.

Policy PS-5.4: Continue to encourage the retrofit of unreinforced masonry buildings and identify other potentially hazardous buildings.

Discussion: As required by State law, the City of Rancho Cucamonga has adopted an ordinance aimed at retrofitting unreinforced masonry buildings. Although retrofitted buildings may still incur severe damage during an earthquake, the mitigation results in a substantial reduction in the numbers of casualties by preventing collapse of the building. State law also encourages the identification and mitigation of seismic hazards associated with other types of potentially hazardous buildings, including pre-1971 concrete tilt-ups, soft-stories, mobile homes, and pre-1952 single family structures.

Policy PS-5.5: Continue to incorporate the most recent seismic safety practices into City codes and project review processes.

Discussion: As a result of experience in recent earthquakes, as well as extensive research under the National Earthquake Hazard Reduction Program (NEHRP), seismic codes have been significantly modified. Two significant changes are (1) a revision of soil types and amplification factors, and (2) incorporation of proximity of earthquake sources as a critical risk factor. Both changes impact the City, as the Cucamonga Fault is within 6.2 miles of most of the City. The City is committed to implementing improvements to building codes that will improve public safety related to seismic and other hazards.

Policy PS-5.6: During the environmental and developmental review process, promote alternative project designs that incorporate low-intensity land uses in areas determined to have significant seismic or geologic constraints.

Discussion: Much of the Cucamonga Fault Zone in the Sphere of Influence area consists of open space, conservation lands and limited hillside residential development. The newly discovered scarps in the northwestern corner of the City impact very low-density residential uses. These types of land use designations are commonly acceptable for fault zones throughout California, provided that careful, peer-reviewed fault studies are performed in conjunction with proposed projects. These designations allow for the positioning of greenbelts, trails, and roads along the active fault segments, while still allowing productive use of the property.

Policy PS-5.7: Promote public awareness of seismic and geologic hazards within the City by requiring property transfer notifications.

Discussion: The Cucamonga fault scarps control the geologic character of the foothills. A significant number of forest service roads and community trails follow along these scarps. The City also supports improving the visibility of hazard declaration statements on subdivision tract, parcel, and zoning maps; and requires property owners to sign a notice confirming their awareness and waiver of mitigated or unmitigated risk identified in engineering, geologic, or geotechnical investigation reports. Agents and sellers of real property that is located within an Earthquake Fault Zone must disclose to any prospective purchaser that the property is within an Earthquake Fault Zone pursuant to the requirements of the Alquist-Priolo Act.

GOAL PS-6: Minimize the potential damage to structures and loss of life that may result from geologic hazards.

Policy PS-6.1: Continue enforcement of the Hillside Development Guidelines to allow for prudent development and redevelopment of all properties located on slopes greater than 10 percent, and continue to preserve as open space properties located on slopes greater than 30 percent, except as otherwise provided below.

Discussion: The most effective way to protect lives and property from debris flows and slope instability is to continue to prohibit development on property that exceeds 30 percent in slope, in accordance with current ordinances unless all the following are satisfied: (i) the property is located south of Banyan Street; (ii) at least seventy-five percent (75%) of the lots or parcels that are the subject of the development application are surrounded by lots or parcels improved with structures; (iii) the proposed project is determined to appropriately address slope stability and other geological factors of the site; and (iv) vegetation for fuel management for wildfire protection can be achieved and maintained. In addition, property having a natural slope between 10 and 30 percent can be made unstable by development and grading activities. Hillside development guidelines enforce the existing grading standards and require aesthetic treatments that both improve the appearance of the hillsides and preserve the stability of the slopes. These measures include returning slopes to their natural appearance, density reduction, clustering of developments, and steepness after grading. Environmental preservation of the eastern San Gabriel Mountains is also required to reduce debris flow potential. Development of the hillside terrain will only increase the potential for debris flows to damage the City unless the situation is carefully managed.

Policy PS-6.2: Support mitigation of existing development and private development projects located on potentially unstable hillside areas, especially slopes with recurring failures, where City property or public right-of-way is threatened from slope instability, or where considered appropriate and urgent by the Engineering, Fire, or Police Departments.

Discussion: Areas most susceptible to falling rocks are located below steep, resistant outcrops of relatively cohesive materials that underlie much of the northern Sphere of Influence. The hazard from falling rocks in this area is considered high for hillside development, as well as for development located adjacent to steep slopes. Areas adjacent to stream and storm channel systems, where adjacent properties may be affected by erosion and undercutting during significant storm events, are also prone to slope instability. Foundations adjacent to stream channels shall be setback from erosion and undercutting hazards based on a determination of the project soils engineer and the City Building Official. Much of the City is vulnerable to debris flows and floods from the streambeds draining from the San Gabriel Mountains. As a result, extensive man-made controls have been constructed to reduce the impact of these events on the City. Most often, the impact to the City will be boulders and mud transported onto roadways. Occasionally, catastrophic debris flow events occur. The greatest San Gabriel Mountain debris flow events of the twentieth century occurred in 1934, 1938, 1969 and 1977, but there is generally a destructive event each decade.

Policy PS-6.3: Enact a geologic disaster recovery ordinance for use following severe winter storms that cause extensive landslide or erosion damage.

Discussion: To efficiently recover after a geologic disaster, plans must be in place. The disaster recovery ordinance could identify authorities and powers of different City officers, distribution of responsibility and accountability, authorization of extraordinary procedures for streamlining repair permit issuance and simplifying public notices, interim joint powers, and contract procedures. The ordinance should also address criteria for establishing building moratoria, standards for expedited repair permit processing, criteria for restoration of standard operating procedures, and organization for planning and implementation of long-term reconstruction and redevelopment programs.

GOAL PS-7: Provide adequate and appropriately designed storm drainage and flood control facilities to minimize the risk of flooding.

Policy PS-7.1: Continue to upgrade and expand the flood control system so that the community is protected from flooding.

Discussion: The City currently collects flood control fees from developers to upgrade the City's drainage system. The fees are used to expand the system, in accordance with the City's Drainage Master Plan. Developers may be reimbursed for previous contributions beyond their project needs. Areas of the community that are deficient should be prioritized for upgrade based upon the level of risk posed to the public. In addition, the City will continue to utilize other funding mechanisms, such as funds from the City's Redevelopment Agency, to construct needed flood control improvements.

Policy PS-7.2: Continue to maintain and improve the City's flood control system and upstream tributary areas.

Discussion: The flood control facilities are part of an integrated system that provides regional flood control improvements through the San Bernardino County Flood Control District and localized improvements through the City. Rancho Cucamonga will continue to collect flood control fees for both the County and City to ensure that individual development projects, and the City as a whole, are adequately protected from flooding. In addition, the City will continue to participate in the regional Zone 1 Advisory Committee meetings to ensure that City concerns are addressed.

Policy PS-7.3: Provide input on the level of development intensity and conservation practices within the City's Sphere of Influence area and the San Bernardino National Forest.

Discussion: The flood control system is designed to accommodate a particular level of runoff. Runoff is influenced by the use of the land, including new development. The City is tributary to stormwater runoff and its associated debris and mud flows from the unincorporated area and San Bernardino National Forest to the north. Changes in conservation practices that would increase erosion or allow increased development would affect the City's flood control system. Reviewing proposed plans and programs under the County of San Bernardino's jurisdiction and the National Forest Service jurisdiction will allow the City to determine if proposed projects will significantly affect the ability to provide adequate drainage protection.

Policy PS-7.4: Maintain structural and operational integrity of essential public facilities in the event of a flooding hazard, and locate new essential public facilities outside of flood hazard zones.

Discussion: Essential public facilities such as hospitals, health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communication facilities should be protected from flood hazards and not be located in flood hazard zones. Construction methods or other methods to minimize damage during a flooding event should also be incorporated if facilities are located in a flood hazard zone.

Policy PS-7.5: Continue cooperative working relationships among public agencies with responsibility for flood control.

Discussion: Rancho Cucamonga Engineering and Public Works Departments, which are responsible for the localized storm drain facilities, continue to maintain a working relationship with the San Bernardino County Flood Control District, which is responsible for regional storm drain facilities.

Policy PS-7.6: Apply a minimum level of acceptable risk standard during the project review phase for new development and improvements to existing development in potential inundation areas and require mitigation to the satisfaction of the Engineering Department and other responsible agencies.

Discussion: The City has been exposed to high peak water flows emerging from the mountain streams of the San Gabriel Mountains. Records from stream gauges at Cucamonga Creek and Day Canyon from the late 1920s to early 1970s indicate that the all-time peak flow occurred on January 25, 1969. Critical structures are prohibited in potential inundation paths, and structures for human occupancy require special studies.

GOAL PS-8: Minimize the risks associated with wind hazards.

Policy PS-8.1: Notify all developers, particularly those of multi-story or critical structures, of potential impacts resulting from Santa Ana Winds, and require appropriate structural and design treatment.

Discussion: Rancho Cucamonga addresses the problems associated with high winds and gust conditions in a preventative manner wherever possible. Building orientation and profiles, window placement, landscape treatment and irrigation, and similar design and engineering considerations can reduce the vulnerability of buildings, their occupants, and their visitors to the impacts of high winds. The City seeks to raise the level of consciousness regarding this risk so that preventive measures can be taken.

Policy PS-8.2: Investigate the use of building materials that are effective in withstanding the impacts of high winds and keep the development community apprised of these findings.

Discussion: Rancho Cucamonga sets a high standard for design, including building construction and materials. The City's Building Code design standards are more demanding than that of other cities in the area, and the construction approved over the years is solidly built, utilizing contemporary building materials and technology. Rancho Cucamonga endeavors to be on the leading edge of knowledge regarding new building technology or materials that would make structures less vulnerable to wind damage.

Policy PS-8.3: Require agricultural operations and new construction to comply with City provisions for preventing soil erosion and excessive generation of dust where the property is vulnerable to these conditions.

Discussion: In designated Soil Erosion Control Areas or other areas determined by the City to be particularly vulnerable to the impacts of high wind conditions, the dispersal of dust and debris must be controlled. It is not only a disruption for other property owners and citizens, it can also be a true hazard to people and property. Through proper management of construction activities, randomly wind-blown materials will be kept to a minimum. A particular concern is the impact of blowing dust and debris on sensitive uses, such as hospitals or convalescent homes, rehabilitation hospitals, schools, and other places of public gathering. Grading and construction inspection diligence is necessary to ensure that dust control programs are being complied with.

Policy PS-8.4: Enforce contemporary dust control provisions in the City's Development Code.

Discussion: Current practice includes several methods for managing dust control on parcels with soils that are particularly vulnerable to dispersal by high winds. These methods may apply to project sites smaller than those designated by the Agricultural Commissioner. In those cases, City specifications will prevail and a dust control plan will be part of the permit process. The City endorses those methods and seeks to continually maintain regulations that are at the leading edge in this area. Typical techniques include, but are not limited to, pre-watering and irrigation, maintaining vegetative cover on idle lands, and use of soil stabilizers.

Policy PS-8.5: Enforce regulations that require the proper management of windrows and other landscape elements to limit the damage caused by falling branches or uprooted trees resulting from high winds.

Discussion: It is each landowner's responsibility to manage the landscape elements on his/her property, whether in the form of windrows or random trees. Rancho Cucamonga is open to creative methods for complying with this responsibility, including assigning maintenance responsibilities to willing adjacent property owners where that is the best way to ensure attention to wind susceptible trees.

Property owners should explore options for windrows replacement as well as preservation actions. Of particular value may be the selective replacement of Eucalyptus trees with other species that are not as vulnerable to wind induced damage that would impact nearby structures or cause injury to people in the vicinity.

GOAL PS-9: Balance economic development and land use objectives in Rancho Cucamonga with the operational needs of LA/Ontario International Airport.

Policy PS-9.1: **Participate in the Airport Land Use Compatibility Plan and Technical Advisory Committee for LA/Ontario International Airport to protect Rancho Cucamonga interests regarding land use and safety.**

Discussion: Rancho Cucamonga will consult with the LA/Ontario International Airport to minimize aircraft impacts on properties in the southern area of the City, where appropriate.

Policy PS-9.2: **Balance the need to protect LA/Ontario International Airport aircraft from physical, visual, or electronic hazards without minimizing use restrictions on Rancho Cucamonga properties that would diminish full economic use of those properties.**

Discussion: Rancho Cucamonga is committed to achieving consistency between General Plan land use and related policies and the LA/Ontario International Airport Land Use Compatibility Plan. The City recognizes the importance of protecting aircraft from potential development hazards that could hinder airport and aircraft operations. However, the City also wants to ensure that restrictions do not severely impact economic use of properties within airport influence zones.

Policy PS-9.3: **Create an appropriate strategy to address proposed development where heights exceed FAR Part 77 standards.**

Discussion: FAR Part 77, Subpart B (Notification Surfaces) requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and one foot upward (slope of 100 to 1) for a distance of 20,000 feet from the nearest point of any runway. Beyond FAA Height Notification Area boundary, any object taller than 200 feet requires FAA notification. FAR Part 77, Subpart C (Obstruction Surfaces) establishes standards for determining obstructions to air navigation.

Policy PS-9.4: Create policies or procedures that provide flexibility regarding how prospective buyers and tenants of properties within the LA/Ontario International Airport Influence Area are informed of potential aircraft overflight impacts.

Discussion: This policy provides options for informing prospective buyers and tenants within the airport area of the impacts of airport overflight. Notification can be accomplished through an aviation easement dedication, recorded overflight notification (recorded deed), or real estate disclosure. As these generally are the responsibility of real estate agents or brokers, the City may consider including appropriate conditions in entitlements and other City-issued permits.

GOAL PS-10: Maintain good local air quality, and reduce the local contributions of airborne pollutants to the air basin.

Policy PS-10.1: Pursue efforts to reduce air pollution and greenhouse gas emissions by implementing effective energy conservation and efficiency measures and promoting the use of renewable energy (e.g., solar, wind, biomass, cogeneration, and hydroelectric power).



Discussion: According to the U.S. Department of Energy's Smart Communities Network, buildings account for 35 percent of greenhouse gas emissions across the country. The most emission-producing activities in buildings are related to heating and cooling and electricity consumption. As such, developing strategies to create and retrofit buildings to be more energy efficient is one of the primary ways to combat global warming.

Policy PS-10.2: Integrate air quality planning with land use, economic development, and transportation planning.



Discussion: Land use, transportation, and economic development decisions each affect impacts to air quality. As such, all planning efforts should consider air quality and utilize best practices to ensure air pollution and greenhouse gas emissions are minimized.

Policy PS-10.3: Consider surrounding land uses when locating sensitive receptors such as schools, hospitals, and residential uses so they are not unreasonably exposed to uses that generate pollutants considered detrimental to human health.

Discussion: Air pollution is significantly worse where air pollutants are concentrated. As new sensitive land uses are located, project reviews should consider the health impacts of existing energy-intensive industrial areas, and avoid these areas if possible.

Young children, older adults, and persons with existing health problems are susceptible to respiratory complications. These segments of the population tend to be concentrated in schools (particularly pre-schools and nursery schools), convalescent homes, and hospitals. To prevent health impacts, these uses should avoid locating in heavy industrial areas that emit air pollution.

Policy PS-10.4: Require projects that generate potentially significant levels of air pollutants to incorporate the best available air quality mitigation into the project design, as appropriate.



Discussion: In order to limit increases in air pollution, mitigation techniques are required of certain pollution-generating uses. As technology expands to better limit air pollution and greenhouse gas emissions, projects should utilize new mitigation measures as much as feasible.

Policy PS-10.5: Avoid placing sensitive land uses adjacent to heavy industrial areas.

Discussion: Pollutants from heavy industrial users create an unhealthful situation for residents and other businesses. Heavy particulates can travel beyond property lines. Being sensitive to adjacent uses is the easiest way to prevent unnecessary health risks.

Policy PS-10.6: Implement the policies in the Resource Conservation Chapter that are related to energy resources, energy conservation, and green buildings.



Discussion: The General Plan is based upon providing a Healthy Mind, Body, and Earth. An aggressive effort is being made in this Plan and those goals and policies are highlighted in this Chapter and the Resource Conservation Chapter, among others.

GOAL PS-11: Reduce the volume of pollutants generated by motorized vehicles.

Policy PS-11.1: Implement the policies in the Community Mobility Chapter to foster a healthy and sustainable community and promote transportation choices other than the private automobile.



Discussion: Motor vehicles represent the major source of air pollution emissions within Rancho Cucamonga. Thus, efforts to reduce emissions from this source can result in significant improvements in air quality. Additional benefits of utilizing other modes of transportation include potential cost savings and exercise, contributing to a healthy lifestyle.

Policy PS-11.2: Minimize vehicle emissions by encouraging alternative land use patterns that reduce the need for automobile trips.



Discussion: Compact development patterns that reduce the need to drive by locating housing near employment centers, shopping, and transit will help reduce the need for automobile trips. These land use policies encourage alternatives such as public transit, carpooling, bicycling, and walking.

Policy PS-11.3: Support programs that increase ridesharing, reduce pollutants generated by vehicle use, and meet the transportation control measures recommended by SCAQMD in the most recent Clean Air Plan.



Discussion: Ridesharing is an effective way to quickly reduce the number of vehicles commuting and contributing to local air pollution emissions. The City will work with local businesses to promote ridesharing programs, such as shuttle services, reserved carpool parking, flexible work schedules, car-sharing, and other measures. In addition, the City will work with regional agencies to support reduced vehicle emissions in support of Clean Air Plans.

Policy PS-11.4: Support regional and local transportation and housing programs that reduce vehicle emissions by decreasing vehicle miles traveled (VMT).



Discussion: Vehicle trip reduction directly affects local air quality, traffic congestion, noise, and energy consumption. Methods to reduce vehicle trips involve the arrangement and density of land uses, encouraging carpool programs, and offering other convenient modes of travel. Site planning techniques include increasing residential densities near activity centers or commercial centers, providing convenient pedestrian and bicycle access to and within commercial/office developments, promoting high-speed internet access for home-office use, and various site planning techniques. The City has also taken a more direct approach through the adoption of a Transportation Demand Management Ordinance that establishes regulations aimed at trip reduction to be implemented by new development.

Policy PS-11.5: Consult with neighboring cities and jurisdictions and regional agencies, including the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD), to reduce vehicle emissions.



Discussion: Air pollution and global warming are issues that cross jurisdictional and even national boundaries. As such, these problems require continual regional cooperation. At the same time, local-level leadership is also important to implement programs and achieve solutions.

Policy PS-11.6: Pursue strategies and capital improvements that allow safe routes for children to walk or bike to school to reduce the need for automobile trips.



Discussion: Safe Routes to Schools is a national program that assists communities in enabling and encouraging children to safely walk and bike to school by providing funding to create safe routes through infrastructure improvements. In 2008, Rancho Cucamonga received funding to launch a pilot program to educate children and their parents about the benefits of utilizing the Pacific Electric Trail as a safe route for walking and bicycling to school. The City will continue to pursue funding and strategies to encourage safe walking and bicycling to school.

GOAL PS-12: Mitigate against climate change.

Policy PS-12.1:

Consult with State agencies, SCAG, and the San Bernardino Associated Governments (SANBAG) to implement AB32 and SB375 by utilizing incentives to facilitate infill and transit-oriented development.



Discussion: State Assembly Bill 32, the California Global Warming Solutions Act (California Health and Safety Code §38500) requires California to reduce its greenhouse gas emissions levels to 1990 levels by 2020. State Senate Bill 375 (California Public Resources Code §21155) requires the State to set regional greenhouse gas reduction targets. Per SB 375, transportation funding in California is contingent on meeting these targets.

To meet these targets, compact development patterns must be achieved, including infill and transportation-oriented development that encourages alternative forms of transportation. The City will continue to consult with State and regional agencies to participate and cooperate in the implementation of the law.

Policy PS-12.2:

Encourage renewable energy installation, and facilitate green technology and business and a reduction in community-wide energy consumption.



Discussion: Energy conservation conserves fossil fuels, helps avoid blackouts, controls air pollution, and promotes sustainability. Both energy-efficient design features and changing wasteful habits are necessary to reduce energy consumption. In addition, renewable energy sources such as solar, wind, and biomass can reduce reliance on fossil fuels. Consumption of imported nonrenewable energy resources results in significant pollutant emissions to the environment, and represents a net outflow of dollars from the community and decreases the economic autonomy of the City. Rancho Cucamonga, therefore, is committed to greater energy efficiency by selectively replacing imported, nonrenewable energy resources with domestic renewable energy sources such as solar and wind energy, recycled municipal solid waste, and green waste as these strategies become economically practical. Green technology and businesses will have a central role in the economy and in providing solutions to greenhouse gas emissions in the upcoming decades.

Policy PS-12.3:

Encourage development of transit-oriented and infill development, and encourage a mix of uses that foster walking and alternative transportation.



Discussion: While the existing development pattern demands significant automobile usage to get from one dominant use to another, Rancho Cucamonga seeks to achieve a more balanced mix of access choices as the City evolves. As such, the potential for Mixed Use development is encouraged in key areas. To reduce vehicle miles traveled, land use patterns must be compact and coordinated with regional transportation options that make transit convenient and efficient.

Policy PS-12.4: Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT).



Discussion: Transportation sources use the most energy and emit the most greenhouse gas emissions of any sector. A reduction of vehicle miles traveled reduces greenhouse gas emissions. Reduced vehicle miles can be accomplished through a number of methods including increased bicycle, pedestrian, and transit use, and locating employment opportunities and commercial goods and services closer to housing. Providing convenient ways to use alternative transportation encourages its use.

Policy PS-12.5: Provide green building incentives, assess green building techniques as a formal stage of project review, and develop a green building ordinance or program that addresses both new and existing buildings. Adaptation strategies will also include increased water efficiency in buildings.



Discussion: Sustainable (green) buildings use natural resources in more efficient and ecological ways than traditional buildings. Sustainable building practices include designing, constructing, and operating buildings and landscapes to incorporate energy efficiency, water conservation, waste minimization, pollution prevention, resource-efficient materials, and high standards of indoor environmental quality in all phases of a building's life. These practices also contribute to healthy work environments. In order to ensure sustainability is promoted in new buildings, the City will develop a program to encourage or require green building techniques.

Policy PS-12.6: Encourage efforts to reduce waste generation and re-use and support increased recycling and composting opportunities with a focus on large commercial and industrial waste producers.



Discussion: Methane from landfills is a known greenhouse gas source. Recycling reduces the amount of pollution emitted from generation of new materials. Rancho Cucamonga will, therefore, continue to promote waste reduction, local recycling of materials, and use of recycled content materials by implementing the provisions of AB 939 and adopting incentives, regulations, and procedures to specify local requirements.

Policy PS-12.7: Support tree planting, planting more vegetation (including native and drought-resistant planting), and preservation of open space.



Discussion: As trees grow, they take carbon dioxide out of the air and transform it into roots, leaves, bark, flowers, and wood. At the same time, by providing shade and transpiring water, trees lower air temperature and, therefore, cut energy use, which reduces the production of carbon dioxide at power plants where fossil fuels are burned. Vegetation, and especially native and drought-tolerant planting, helps reduce the heat-island effect and lowers temperatures so that less energy-intensive cooling is required. The preservation of open space ensures that development patterns remain compact and space is available for plants that trap carbon dioxide.

Policy PS-12.8: Develop green procurement plans and ensure energy savings in City operations and maintenance.



Discussion: The City of Rancho Cucamonga has set a course towards achieving environmental sustainability. In keeping with the Healthy RC Initiative, City staff has proposed actions that focus on policies and City operations initiatives that will facilitate the integration of a Healthy Mind, Body, and Earth. Working with other stakeholders, the City will set an example by exploring, utilizing, and sharing best practices with the community. One component of this is procuring products that conserve energy and are healthy for users. The City will also ensure energy savings through conservation by design and practice as well as utilizing renewable energy sources.

Policy PS-12.9: Develop energy- or climate change-themed publications and workshops, facilitating energy audits for residents, and establishing partnerships to reduce greenhouse gas emissions. Increase public awareness about climate change, and encourage residents and businesses to become involved in activities and lifestyle changes that help reduce greenhouse gas emissions.



Discussion: A primary component necessary to reduce greenhouse gas emissions and curb climate change is raising public awareness and providing information for both residents and businesses to reduce their energy use. As greenhouse gas emissions are a community and regional issue, cooperation and partnerships are necessary to ensure that as many persons as possible contribute in reduction programs.

GOAL PS-13: Minimize the impacts of excessive noise levels throughout the community, and adopt appropriate noise level requirements for all land uses.

Policy PS-13.1: Consider the compatibility of proposed land uses with the noise environment when preparing or revising community and/or specific plans and when reviewing development proposals. The contour map depicting future noise levels (Figure PS-10) should be used by the City as a guide to land use/noise compatibility.

Discussion: Land use compatibility with noise is an important consideration in the planning and design process. Some land uses are more sensitive to noise intrusion than others. Sensitive receptors, such as residences, schools, health care facilities, and churches should not be located in proximity to major noise sources.

Policy PS-13.2: Consider noise impacts as part of the development review process, particularly the location of parking, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise-sensitive land uses.

Discussion: The City's Planning Department uses the project review process to identify potential noise issues and works with developers and land owners to apply site planning and other strategies to reduce noise impacts. By taking advantage of the natural shape and contours of the site, it is often possible to arrange buildings and other uses in a manner that can reduce and possibly eliminate noise impacts.

Policy PS-13.3: Consider the use of noise barriers or walls to reduce noise levels generated by ground transportation noise sources and industrial sources.

Discussion: In cases where adverse noise levels are not adequately addressed through proper site planning or building design layout, sound walls or landscaped barriers may be considered. The following guidelines are intended to ensure the effectiveness of a noise barrier:

- A noise barrier must be massive enough to prevent significant noise transmission through it and high enough to shield the receiver from the noise source.
- The barrier must be carefully constructed so that there are no cracks or openings.

Policy PS-13.4: Require that acceptable noise levels are maintained near residences, schools, health care facilities, religious institutions, and other noise sensitive uses in accordance with the Development Code and noise standards contained in the General Plan.

Discussion: Noise issues should always be considered during the planning process so that needed measures are incorporated in design and location of land uses. Noise evaluations should be conducted when a proposed project would result in sensitive land uses and major noise generators within close proximity to each other, in order to identify potential mitigation to address noise impacts.

Policy PS-13.5: Limit the hours of operation at noise generating sources that are adjacent to noise-sensitive uses, wherever practical.

Discussion: When different uses operate on differing schedules, noise disturbances can result. As more Mixed Use projects develop in the City, care must be taken to ensure a healthy noise environment for residents and a healthy business environment for restaurants, shops, and entertainment venues. To ensure compatibility of uses, business hours may need to be regulated.

Policy PS-13.6: Implement appropriate standard construction noise controls for all construction projects.

Discussion: Construction activities and noise associated with public works projects or private development occur throughout the City. Construction activities are temporary; however, they must still abide by noise control standards, including hours of operation.

Policy PS-13.7: Require all exterior noise sources (construction operations, air compressors, pumps, fans, and leaf blowers) to use available noise suppression devices and techniques to bring exterior noise levels down to acceptable levels.

Discussion: Sources of community noise are often associated with ordinary daily activities such as property maintenance and construction. Excessive noise from lawnmowers, leaf blowers, mechanical equipment, power tools, and the like can generate complaints when noise-generating activities occur in the evening or during restful weekend hours. The City's noise standards help maintain optimal interior and exterior noise levels within residential areas.

Policy PS-13.8: Require that Mixed Use structures be designed to account for noise from adjacent uses.

Discussion: Land use policy encourages new housing development within Mixed Use areas along Foothill Boulevard, near the Metrolink Station, and near the I-15 and Victoria Gardens. The City understands that a mix of uses is integral to creating an exciting and walkable environment. At the same time, mixing uses can also contribute to noise incompatibilities. As such, care should be taken at the design stage to minimize noise intrusion for residential uses.

Policy PS-13.9: Provide, as appropriate, funding to monitor noise levels and investigate noise complaints.

Discussion: Because land use patterns in Rancho Cucamonga are well established, little opportunity exists to relocate noise-sensitive uses to areas with lower ambient noise levels. In addition, as the community continues to grow and evolve, new noise conflicts could arise.

Policy PS-13.10: Provide education to the community at large about the importance of maintaining a healthy noise environment, and identify ways residents can assist in noise abatement efforts.

Discussion: Experiencing elevated noise can cause hearing impairment, hypertension, annoyance, and sleep disturbance. It is important to educate the community about the health effects of noise, and measures they can take to reduce noise in their environment.

Policy PS-13.11: Continue to work with the surrounding communities to allow for compliance with Rancho Cucamonga's land use and noise compatibility goals and objectives at the City's boundaries.

Discussion: Noise is not limited to jurisdictional boundaries. In cases where proposed projects are located near the City's boundary and include potential noise impacts, the City will communicate with neighboring jurisdictions regarding potential noise mitigation measures.

GOAL PS-14: Minimize the impacts of transportation-related noise.

Policy PS-14.1: Consult with Caltrans and other regional agencies to minimize the impact of transportation-related noise, including noise associated with freeways, major arterials, and rail lines.

Discussion: Freeway and State highway noise issues may result from residents expressing concern related to an existing noise source or for new/expanded roadway projects. In such cases, coordination with Caltrans is required to assess the level of impact and identify the most effective mitigation strategies. The City should continue participating in the Route 210 Joint Powers Authority (JPA) quarterly meetings with surrounding cities to address noise and other related issues with Caltrans.

Policy PS-14.2: Require development that is, or will be, affected by railroad noise to include appropriate measures to minimize adverse noise effects on residents and businesses.

Discussion: Railroad operation noise is notable in the southern portion of the City along two railroad spurs. In addition to noise from movement along the tracks, other sources of noise include warning signals sounded at grade crossings. New development should understand and address the noise environment through appropriate mitigation measures.

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Chapter 9: Housing

R A N C H O C U C A M O N G A G E N E R A L P L A N

Introduction

Purpose and Intent

The Housing Element is intended to provide residents of the community and local government officials with a greater understanding of housing needs in Rancho Cucamonga, and to provide guidance to the decision-making process in all matters related to housing. The document analyzes existing and future-housing needs, develops a problem-solving strategy, and provides a course of action towards achieving Rancho Cucamonga's housing goal.

Legislative Authority

The State Legislature has identified the attainment of a decent home and a satisfying environment for every resident of the State as a goal of highest priority. Recognizing that local planning programs play a significant role in the pursuit of this goal, and to assure that local planning effectively implements the statewide housing policy, the Legislature mandates that all cities and counties include a Housing Element as part of their adopted General Plan. California Government Code §65583 requires the preparation of a Housing Element and specifies that its contents include a needs assessment, a statement of goals, objectives, and policies, a five-year schedule of program actions, and an assessment of past programs.

Government Code §65588 previously established the fourth revision of the Housing Element on June 30, 2006, however the California Department of Housing and Community Development extended the revision date to July 1, 2008. Statutory changes applicable for the fifth and subsequent housing element update cycles specify that the housing element due date is 18 months from the adoption date of the Regional Transportation Plan. The Southern California Association of Governments (SCAG) adopted their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on April 5, 2012, so the housing element due date is October 15, 2013 for the "planning" period from October 2013 through October 2021.

Chapter 9: Housing:

Housing consists of the following sections:

- Introduction
- Housing Needs Assessment
- Housing Constraints
- Housing Resources
- Housing Plan

Organization of the Housing Element

State law recognizes that local governments play a vital role in the availability, adequacy, and affordability of housing. In California, every jurisdiction is required to adopt a long range General Plan to guide its physical development; this Housing Element is one of the seven mandated elements of the General Plan. Housing Element law mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans

and regulatory systems that provide opportunities for, and do not unduly constrain housing production.

This Housing Element covers the planning period from October 1, 2013 to October 1, 2021. Previous editions of the Housing Element were approved with the Rancho Cucamonga General Plan in 1981, and updated in 1984, 1991, 1994, 2000, and 2010.

The Housing Element consists of the following major components:

- An analysis of the demographic, household and housing characteristics, and related housing needs;
- A review of potential market, governmental, and environmental constraints to meeting the City's identified housing needs;
- An evaluation of the residential sites, financial, and administrative resources available to address the City's housing goal;
- An evaluation of the accomplishments achieved under the adopted 2010 Housing Element; and
- The Housing Plan for addressing the City's identified housing needs, constraints and resources, including housing goals, policies, and programs.

Rancho Cucamonga's Housing Element identifies strategies and programs that focus on the following:

- Conservation of the existing affordable housing stock;
- Providing adequate housing sites to accommodate the future housing needs for all income segments of the community;
- Assisting in the provision of affordable housing;
- Removing government and other constraints to housing development; and
- Promoting fair and equal housing opportunities for all Rancho Cucamonga residents.

Data Sources and Methods

In preparing this Housing Element, various sources of data were consulted. These include:

- U.S. Census Bureau, 2000 and 2010 Census;
- U.S. Census Bureau, American Community Survey (ACS), population and housing data;
- California Department of Finance (DOF), Population and Housing data;
- The Comprehensive Housing Affordability Strategy (CHAS) prepared by the U.S. Department of Housing and Urban Development (HUD), Household income data by type of household (e.g., seniors, large families, etc.);
- A variety of household needs information derived from Rancho Cucamonga's 2010-2014 Consolidated Plan and the City's Analysis of Impediments to Fair Housing Choice;
- Southern California Association of Governments (SCAG) 2014-2021 Regional Housing Needs Assessment (RHNA) provided information on existing and projected housing needs;
- SCAG and San Bernardino Associated Governments (SANBAG), provided information on population and household projections; and
- Information on Rancho Cucamonga's development standards are obtained from the City's Development Code.

The American Community Survey (ACS) was conducted using a very small sample size with corresponding large margins of error, and data was extrapolated where appropriate. Therefore, when available and appropriate, the ACS data is presented as percentages and used for reference.

General Plan Consistency

California law requires that General Plans contain an integrated set of goals and policies that are internally consistent within each element and the General Plan as a whole. Residential land use policies and housing objectives were then developed to implement the General Plan.

Goals, objectives, and policies throughout the General Plan are related to and consistent with the Housing Element. Several examples illustrate the interactive character of the General Plan as follows: the Land Use Element sets forth the amount and type of residential development permitted, thereby affecting housing opportunity in Rancho Cucamonga; the Circulation Element contains policies to minimize roadway traffic in residential neighborhoods; the Community Design Element contains policies directed at maintaining the existing housing stock and ensuring the quality of new residential development; the Resource Conservation Element establishes policies to minimize the impact of residential development on sensitive resources, such as hillside areas, ecological habitat, and scenic viewsheds; and the Public Safety Element sets forth policies to ensure the safety of the City's housing stock through mitigation of natural and man-made hazards. Further, the General Plan is updated periodically, which helps to ensure consistency among the elements, and as other portions of the General Plan are amended in the future, the Housing Element will be reviewed along with other elements to ensure internal consistency is maintained.

Pursuant to SB 162 and SB 244, the City will review and update, as necessary, the Land Use, Community Design, and Historic Resources Element and the Public Facilities and Infrastructure Element upon completion of the Housing Element to address flood hazards and management, and the provision of services and infrastructure in disadvantaged unincorporated communities (if any).

Public Participation

Government Code §65583(c)(8) states that the local government shall *"Include a diligent effort ... to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort."* The fourth revision to the housing element was updated in conjunction with a comprehensive update to the City of Rancho Cucamonga General Plan. An extensive community outreach program was implemented as part of the General Plan update.

As part of the General Plan update, the City utilized a comprehensive approach to obtaining direct public input into the General Plan process to ensure that multiple avenues were explored and employed to gain substantive input from the community during the entire update process:

- Stakeholder interviews,
- The formation of a General Plan Advisory Committee (GPAC),
- Community Workshops,
- A public opinion survey,
- Visioneering,
- Forty-five (45) presentations of the "Road Show"
- The creation of a General Plan Update website,
- Periodic newsletters and press releases, and
- A recent telephone survey.

The fifth revision to the Housing Element utilized multiple avenues to achieve substantive input from the community during the entire update process. This was obtained through the following means:

- Joint Planning Commission/City Council workshop,
- Various social media applications,
- The City of Rancho Cucamonga website, and
- Public hearings before the Planning Commission and City Council.

General Plan "Visioneering"

A public outreach for development of the General Plan update included "Visioneering" conducted as a public opinion survey. Residents were asked to complete a brief questionnaire about where the respondent lived, what makes where they live unique, what are the two most important issues currently facing the City, and what the respondent is pessimistic and optimistic

about the City's future. Approximately 700 responses were received over the course of the survey time period. Responses directly related to housing include:

- The production of affordable housing,
- Overcrowding, growth, urban sprawl, and traffic,
- Availability of water for future development,
- Providing adequate schools and education, and
- Environmental sustainability.

These Visioning comments were utilized in the formation of a Vision Statement, which along with stakeholder interviews, were used by the GPAC in the formation and development of seven Guiding Principles. The Guiding Principles define the vision of the future for the City, thereby reinforcing the intent of the General Plan document. The Guiding Principles include: the Spirit of Family, Spirit of Discovery and Knowledge, Spirit of Community, Spirit of Heritage, Spirit of Leadership, Spirit of Innovation and Enterprise, and the Spirit of Tomorrow. The Guiding Principles were then presented to the community through the General Plan "Road Show."

General Plan "Road Show"

The General Plan "Road Show" was used to present the Guiding Principles to 45 civic groups and private organizations (e.g., churches, public service providers, civic groups, housing providers, developers) that regularly meet or are identified with the City of Rancho Cucamonga as stakeholder groups and groups representing the many facets, demographics, and interests of the public, all in a span of several weeks. The workshops were intentionally informal, interactive, and facilitated in such a way to encourage the participants to openly offer their thoughts and comments on the language of the Guiding Principles.

These Road Show workshops were held throughout the day, and on weekends, and were conducted to engage the community in interactive discussions on the issues, concerns, and aspirations for the City. These meetings covered a large range of topics, including housing. The workshops were held at City Hall, throughout the community, and in adjoining communities, close to many of the City's low and moderate income residents. Overall, the City's efforts were successful and effective, as over 450 comments were received from groups ranging in size from 5 to 10 persons up to approximately 150 people. The workshops have proven to be a highly interactive venue to receive the thoughts and comments of the public.

Housing Subcommittee and Community Workshop

Opportunities for input on housing issues and recommended strategies are critical to the development of appropriate and effective programs to address the City's housing needs. Rancho Cucamonga solicited public participation through meetings held with the Housing Subcommittee and through a joint Planning Commission/City Council workshop held on December 18, 2012, which was designed to obtain public feedback and to elicit public participation in the preparation of the document. To achieve meaningful public participation, notices of public meetings, public workshops, and public hearings were published in the Inland Valley Daily Bulletin, a local paper of general circulation. In addition, notices were also posted in the City's Community and Neighborhood Centers, several situated in close proximity to the City's affordable housing complexes, as well as at City Hall. Notices were also sent to the local chapter of the Building Industry Association and the Rancho Cucamonga Chamber of Commerce.

Public Hearings

On March 27, 2013 a Public Hearing was conducted before the Rancho Cucamonga Planning Commission to review and comment on the draft Housing Element. On January 15, 2014, a public hearing was conducted before the Rancho Cucamonga City Council to review and adopt this Housing Element update. Prior to the public hearing copies of the draft Housing Element were made available to the Chamber of Commerce, at both City Libraries, and at the Planning Department public counter.

Housing Element Responses

Throughout the public participation process, the following issues were raised:

- Healthy cities and sustainability; the public expressed a desire for a balance between residential and commercial uses to promote a healthy city.
- Neighborhood identification and infill development.
- The City's character is what makes the City special; new development should respect and complement this character.
- The City should respect its character while identifying opportunities for providing affordable housing.
- Affordable housing for single occupants, families, and seniors is needed.
- Affordable housing complexes should be located in close proximity to public transportation facilities and retail uses.
- Expand housing options such as mixed-use development, live/work units, single-story homes on small lots, and high-density affordable housing.

The Housing Element responds to these comments by promoting mixed-use development and high-density development in targeted neighborhoods while enhancing quality and character in established neighborhoods. The Housing Element emphasizes the preservation and improvement of existing housing as well as the provision of affordable housing in various neighborhoods.

Housing Needs Assessment

This section of the Housing Element discusses the characteristics of the City's population and housing stock as a means of better understanding the nature and extent of unmet housing needs. The Housing Needs Assessment is comprised of the following components: 1) Demographic Profile, 2) Household Profile, 3) Special Housing Needs, 4) Housing Stock Characteristics, 5) Assisted Housing At-Risk of Conversion, and 6) the Regional Housing Needs Assessment.

Demographic Profile

California Government Code §65583(a)(1) requires "[a]n analysis of population and employment trends and documentation of projections and a quantification of the locality's existing and projected housing needs for all income levels, including extremely low income households" This analysis is necessary as demographic changes, such as population growth or changes in age, can affect the type and amount of housing that is needed in a community.

Population Characteristics

According to the U.S. Census Bureau, the City of Rancho Cucamonga had a population of approximately 165,269 as of April 1, 2010. Although the City experienced a significant amount of population growth during the last two decades, the City's peak year of growth, both in absolute numbers and as a percentage of the population increasing, was in 1988 when the population increased by 12,183, an increase of 17.1 percent. Between 2000 and 2010 the City's population increased an average of 3,752 persons per year. During the last growth cycle, the peak year of residential growth occurred in 2003 where the population increased by 9,265 persons, an increase of 6.7 percent over the prior year. Additionally, in terms of absolute growth, 3 of the highest years of population increases occurred between 2000 and 2010 (2003, 2004, and 2006).

Slow growth periods in the 1980's and 1990's have similar average growth rate percentages, roughly in the 1.0 percent to 2.0 percent rate of growth. These low growth rates are generally attributable to high interest rates, the post-Proposition 13 shift of new infrastructure costs from

property taxes to impact fees, tight lending policies, a general uncertainty in the real estate market, and an economic recession. High growth periods in the early 2000's are attributable to growth in the City economic base, land speculation, easing of lending practices, and other practices to increase home ownership. Rancho Cucamonga's recent population growth trends are similar to those of most neighboring communities which experienced a high level of growth since 1990.

Table HE-1: Population Growth

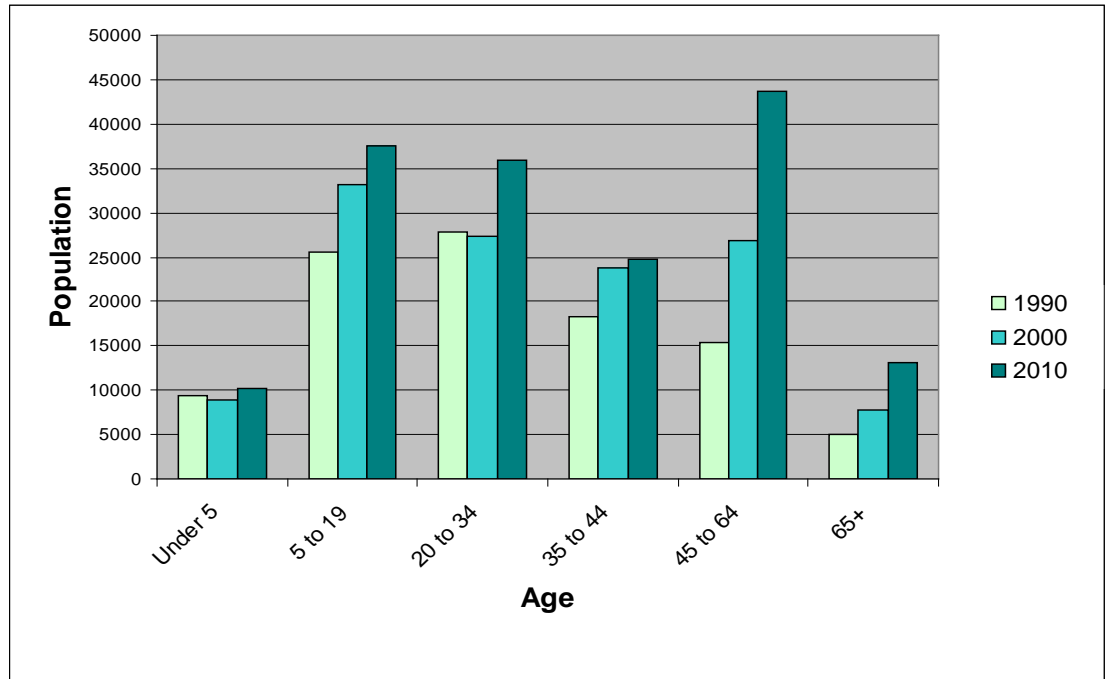
City	Population				Percent Change		
	1990	2000	2010	2020 (Projected)	1990– 2000	2000– 2009	2009– 2020
Fontana	87,535	128,928	196,069	213,297	47.3%	52.1%	8.8%
Ontario	133,197	158,007	163,924	237,443	18.6%	3.7%	44.8%
Rancho Cucamonga	101,409	127,743	165,269	179,023	25.9%	29.4%	8.3%
Upland	63,374	68,395	73,732	78,495	7.9%	7.8%	6.5%
San Bernardino County	1,418,380	1,710,139	2,035,210	2,524,557	20.6%	19.0%	24.0%

Source: U.S. Census, 1990, 2000, and 2010 and SCAG

Population and Age Distribution

Age characteristics are related to differences in the type of housing needed. The median age for Rancho Cucamonga is rising, increasing from 29.7 in 1990, to 32.2 in 2000, and 34.5 in 2010. The largest age cohorts are the school age group, 5 to 19 years, and the young adult group, 20 to 34 years. Figure HE-1 demonstrates a maturing population, evident by the increase in median age, but also the significant population increases in the 45 to 64 age cohorts and 65 and over age cohort.

Figure HE-1: Population Distribution by Age



The following table further demonstrates a maturing population. This table shows that a significant proportion of the City population is relatively young, with 36.3 percent of the population under age 25 and 45 percent aged 25 to 54. However, the largest age cohort being age 25 to 34 in 1990, increasing to 35 to 44 in 2000 and continuing to increase to 45 to 54 in 2010. While a significant portion of the City's population is relatively young, increases in population from 2000 to 2010 in the 55 to 64 age cohort (112%) 65 to 74 age cohort (70.4%),

75 to 84 age cohort (48.9%) and 85 and over age cohort (116.2%) further indicate a shift to a more mature population.

Table HE-2: Age Distribution

Age Groups	1990		2000		2010		Percent Change in Number of Persons (2000 to 2010)
	Persons	Percent	Persons	Percent	Persons	Percent	
Under 5 years	9,423	9.3%	8,900	7.0%	10,238	6.2%	+15%
5 to 9 years	9,326	9.2%	10,984	8.6%	11,190	6.8%	+1.95%
10 to 14 years	8,693	8.6%	11,620	9.1%	12,711	7.7%	+9.4%
15 to 19 years	7,463	7.4%	10,639	8.3%	13,672	8.3%	+28.5%
20 to 24 years	7,155	7.1%	8,622	6.8%	12,104	7.3%	+40.4%
25 to 34 years	20,635	20.3%	18,686	14.6%	23,848	14.4%	+27.6%
35 to 44 years	18,927	18.7%	23,720	18.6%	24,752	15.0%	+4.4%
45 to 54 years	9,532	9.4%	18,391	14.4%	25,883	15.6%	+40.7%
55 to 64 years	5,130	5.0%	8,393	6.6%	17,827	10.8%	+112%
65 to 74 years	3,354	3.3%	4,515	3.5%	7,707	4.7%	+70.7%
74 to 84 years	1,439	1.4%	2,583	2.0%	3,845	2.3%	+48.9%
85 years and over	332	0.3%	690	0.5%	1,492	0.9%	+116.2%
Total Population	101,409	100.0%	127,743	100.0%	165,269	100%	+29.4%
Median Age	29.7		32.2		34.5		

Source: U.S. Census 1990, 2000, and 2010

School Enrollment

An educated population is an important characteristic to the City as over 31.4 percent of the 2010 population was enrolled in school. As of 2010, 90.6 percent of the population had obtained a high school education and 29.1 percent had obtained a bachelor's degree or higher education.

Table HE-3: School Enrollment

Subject	Number	Percent
Total Population (Year 2010)	165,269	N/A
School Enrollment	51,908	100.0%
Nursery School, Preschool	2,541	4.9%
Kindergarten	2,116	4.1%
Elementary School (Grades 1-8)	18,879	36.4%
High School (Grades 9-12)	12,303	23.7%
College or Graduate School	16,069	31.0%

Source: U.S. Census Bureau 2006-2010 American Community Survey

Educational Attainment

An individual's level of education is closely related to their ability to earn a living. The educational attainment level of Rancho Cucamonga residents is high relative to the rest of San Bernardino County and the State of California. As reflected in the age distribution and the school enrollment tables, residents of Rancho Cucamonga will continue to represent a higher percentage of educated persons, when compared to the County or the State.

Table HE-4: Educational Attainment, 2011 (Age 25+)

Location	No High School Diploma	High School or GED	High School Graduate or Higher	Some College No Degree	Bachelor's Degree or Higher
Rancho Cucamonga	9.5%	22.8%	90.6%	28.2%	29.1%
San Bernardino County	12.0%	26.5%	77.8%	24.6%	18.6%
California	8.8%	21.1%	80.8%	21.8%	30.2%

Source: U.S. Census Bureau 2007-2011 American Community Survey

Race and Ethnicity

The U.S. Census provides a significant number of detailed demographic characteristics for Rancho Cucamonga. Historically, the City's population consists predominantly of White residents, ranging from 68.6 percent in 1990, 66.5 percent in 2000, to 62.0 percent in 2010; in absolute terms, the City's minority population has doubled during the same time ranging from 31.4 percent (31,842) in 1990, 33.5 percent (42,756) in 2000, to 38.0 percent (62,868) in 2010.

Table HE-5: Racial Characteristics

Race	2000		2010	
	Number	Percent	Number	Percent
Total Population	127,743	100.0%	165,269	100.0%
One Race	120,829	94.6%	156,310	94.6%
White	84,987	66.5%	102,401	62.0%
Black or African American	10,059	7.9%	15,246	9.2%
American Indian and Alaska Native	855	0.7%	1,134	0.7%
Asian	7,656	6.0%	17,208	10.4%
Native Hawaiian and other Pacific Islander	341	0.3%	443	0.3%
Some other race	16,931	13.3%	19,878	12.0%
Two or more races	6,914	5.4%	8,959	5.4%
HISPANIC OR LATINO AND RACE				
Total Population	127,743	100.0%	165,269	100.0%
Hispanic or Latino (of any race)	35,941	27.8%	57,688	34.9%
Not Hispanic or Latino Race	92,252	72.2%	107,581	65.1%
White alone	70,028	54.8%	70,572	42.7%
RACE ALONE OR IN COMBINATION WITH ONE OR MORE RACES ¹				
White	90,760	71.0%	109,730	66.4%
Black or African American	11,325	8.9%	17,582	10.6%
American Indian and Alaska Native	2,061	1.6%	2,611	1.6%
Asian	9,388	7.3%	20,512	12.4%
Native Hawaiian and Other Pacific Islander	723	0.6%	1,132	0.7%
Some other race	20,805	16.3%	23,426	14.2%

1. In combination with one or more other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census, 2000 and 2010.

Employment

Employment plays a major role in addressing housing needs because it is highly correlated to income; those residents with higher incomes have more housing options, and conversely, those persons with lower income typically have limited housing options. Looking at the employment market in Rancho Cucamonga as well as major employers and the types of jobs Rancho Cucamonga residents have will provide important information relative to housing needs. This is because the local employment market affects demand for housing and this demand changes the housing market.

The City of Rancho Cucamonga is located in the Riverside-San Bernardino-Ontario Metropolitan Statistical Area (MSA). Metropolitan statistical areas are geographic entities defined by the U.S. Office of Management and Budget for use by Federal statistical agencies in collecting, tabulating, and publishing Federal statistics. The following statistics are applicable to the Riverside-San Bernardino-Ontario MSA.

Table HE-6: MSA Statistics

County Statistics	Riverside County	San Bernardino County
Population (2011)	2,226,552	2,059,630
Labor Force (2012)	946,700	869,900
Employed	841,900	776,000
Unemployed	104,800	93,900
Unemployment Rate	11.1%	10.8%
Per Capita Income (2004)	\$29,927	\$29,998

Source: State of California, EED Labor Market Information Division Labor Profile.

The MSA is generally characterized by three decades of rapid growth. According to the Census, the previously unincorporated area which became Rancho Cucamonga had a 1970 population of 16,043; Rancho Cucamonga incorporated in 1977. The June 1, 1978, DOF population estimate was 44,600. By 1980, the population had increased to 55,250, 101,409 in 1990, and 127,743 in 2000.

The region and the City's growth are directly correlated to residential and economic development in Orange and Los Angeles Counties. As land costs increase in the City and sub-region, homebuilders, developers, and employers continue to look at Rancho Cucamonga for less expensive land than may be available in Orange, Los Angeles, or Riverside counties.

Based upon information from the City's Economic Profile, between 2000 and 2010, employment in firms and agencies located in the City rose by 39.9 percent, increasing from 42,868 to 59,991 jobs. From 2000 – 2010, the number of firms paying payroll in Rancho Cucamonga grew from 2,414 to 3,233; a net growth of 1,092 companies (51.0 percent). Overall, manufacturing and wholesale trade accounted for 14.6 percent, retailing accounted for 12.1 percent, Finance, insurance and real estate accounted for 9.1 percent and professional, scientific and management services accounted for 8.9 percent of all jobs. Rancho Cucamonga firms average more workers (18.6 workers per firm) than the average for the entire inland empire (9.9 workers per firm).

Between 2007 and 2011, 81,770 residents, or 64.4 percent of the population 16 years and over was employed. The following tables show the industries where these residents were employed and the respective percentage of the labor force. The three largest employment sectors were education, health and social services at 22.4 percent, retail trade at 12.1 percent, and manufacturing at 10.3 percent. Correspondingly, the two highest occupation sectors are management, professional and related occupations at 38.8 percent and sales and office occupations at 30.4 percent.

Table HE-7: Employment Characteristics by Occupation

Occupation	Number	Percent
Management, business, scientific and arts occupations	31,700	38.8%
Service occupations	11,824	14.5%
Sales and office occupations	24,889	30.4%
Natural Resources, construction, and maintenance occupations	5,823	7.1%
Production, transportation, and material moving occupations	7,534	9.2%
Total	81,770	100.0%

Source: U.S. Census Bureau 2007-2011 American Community Survey

Table HE-8: Employment Characteristics by Industry

Industry	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	132	0.2%
Construction	5,424	6.6%
Manufacturing	8,430	10.3%
Wholesale trade	3,519	4.3%
Retail trade	9,862	12.1%
Transportation and warehousing and utilities	5,129	6.3%
Information	1,628	2.0%
Finance, insurance, real estate, and rental and leasing	7,414	9.1%
Professional, scientific, management, administrative, and waste management services	7,268	8.9%
Educational, health and social services	18,332	22.4%
Arts, entertainment, recreation, accommodation and food services	6,228	7.6%
Other services (except public administration)	3,400	4.2%
Public administration	5,004	6.1%
Total	81,770	100.0%

Source: U.S. Census Bureau 2007-2011 American Community Survey

Employment Status

The City has a sizeable labor force that increased by 27.8 percent (18,236) between 2000 and 2006. During this time the unemployment rate increased from 3.7 percent to 4.0 percent, an increase of 1,226 unemployed persons. During the same period, the City achieved a marginal increase in the employment rate percentage of the population increasing from 65.7 percent to 66.5 percent, yet in absolute terms this represents an increase in 16,723 persons. In 2009 these employment statistics would be extremely different as regional news sources published a 14.2 percent unemployment rate for the Riverside-San Bernardino-Ontario MSA.

Table HE-9: Employment Status

Employment Status	2000		2011	
	Number	Percent	Number	Percent
Population 16 years and over	94,364	100.0%	126,922	100.0%
In labor force	65,509	69.4%	90,071	71.0%
Civilian labor force	65,482	69.4%	89,910	70.8%
Employed	61,950	65.7%	81,770	64.4%
Unemployed	3,532	3.7%	8,140	6.4%
Armed forces	27	0.0%	161	0.1%
Not in labor force	28,855	30.6%	36,851	29.0%
Females 16 years and over	47,752	100.0%	64,828	100.0%
In labor force	30,608	64.1%	43,017	66.4%
Employed	28,811	60.3%	39,124	60.4%

Source: U.S. Census, 2000, 2007-2011 American Community Survey

Per Capita Income

Rancho Cucamonga residents consistently earn a higher per capita income than residents of the three surrounding jurisdictions and higher than the State average. The Rancho Cucamonga per capita income was 4.2 percent higher than the State average per capita income in 2000, and approximately 10 percent higher than the State per capita income in 2011.

Table HE-10: Per Capita Income

Jurisdiction	Per Capita Income	
	2000	2011
Fontana	\$14,208	\$19,297
Rancho Cucamonga	\$23,702	\$32,738
Ontario	\$14,244	\$19,123
Upland	\$23,343	\$29,614
San Bernardino County	\$16,856	\$21,932
California	\$22,711	\$29,634

Source: U.S. Census, 2000, State and County Quick Facts, 2013

Poverty Status

The 2000 Census identified that there were 1,574 families and 8,955 individuals below the poverty level in 1999. Although this number is significant at 4.9 percent and 7.1 percent of the population, respectively, by far the most significant criteria relates to female headed householders. Although the figure does not represent a significant number of persons relative to the overall population of the City, the figure is significant in that 24.2 percent of the families with a female headed household, with no husband present, and with children under 5 years of age live below the poverty level. These are the most current published statistics for poverty within Rancho Cucamonga available from the Census Bureau. However, the national economic slowdown that occurred between 2007 and 2012 has most likely trended these numbers upward.

Table HE-11: Poverty Status

Subject	Number		Percent below poverty level
	All income levels	Below poverty level	
Families	32,271	1,574	4.9%
With related children under 18 years	20,073	1,200	6.0%
With related children under 5 years	7,221	523	7.2%
Families with female householder, no husband present	5,279	653	12.4%
With related children under 18 years	3,692	587	15.9%
With related children under 5 years	1,100	266	24.2%
All individuals for whom poverty status is determined	125,390	8,955	7.1%
Under 18 years	37,561	3,074	8.2%
65 years and over	7,739	562	7.3%
All individuals below:			
50 percent of poverty level	4,292		
125 percent of poverty level	11,677		
130 percent of poverty level	12,415		

Source: U.S. Census, 2000.

Household Profile

California Government Code §65583(a)(2) requires "an analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding, and housing stock conditions." Household characteristics play an important role in defining community needs. Household type and size, income levels, and the presence of special needs populations all affect the type of housing needed by residents. This section details the various household characteristics affecting housing needs in Rancho Cucamonga.

Household Type

A household can be defined as all persons living in a housing unit. Families are a subset of households, and include persons living together related by blood, marriage, or adoption. A single person living alone is also a household. Other households include unrelated people living in the same dwelling unit. Group quarters, such as convalescent facilities are not considered households.

Household type, income, and tenure can help to identify the special needs populations as well as other factors that affect the housing needs of the City. Rancho Cucamonga has a significant number of families with children, who typically look for larger dwellings. In contrast, single-person households tend to have smaller housing needs and look for smaller housing options (i.e., condos, apartments, etc.). While seniors may look for housing that is both affordable and easy to maintain.

Rancho Cucamonga's household profile has seen some important changes with respect to household types. The City remains a predominantly family community with a 29.8 percent increase in family households. The majority of these households do not have children; there has been a significant increase in the number of family households with no children between 2000 and 2010. The number of "other family" households decreased by 24 percent. As of 2010, the DOF estimated that Rancho Cucamonga has 54,383 occupied households, representing a 33.1 percent increase since 2000, compared to a 21.5 percent increase during the previous decade.

Table HE-12: Household Characteristics

Household Type	2000		2010		Percent Change
	Households	Percent	Households	Percent	
Total Households	40,863	100.0%	54,383	100.0%	+33.1%
Family Households	31,827	77.9%	41,304	76%	+29.8%
Married With Children	13,925	34.1%	14,956	27.5%	+7.4%
Married No Children	10,684	26.1%	15,577	28.6%	+45.8%
Other Families	7,218	17.7%	5,488	10.1%	-24%
Non-Family Households	9,036	22.1%	13,079	24%	+44.7%
Singles	6,861	16.8%	9,956	18.3%	+45.1%
Other Non-Families	2,175	5.3%	2,679	4.9%	+7.5%
Average Household Size	3.04		2.98		-2.0%
Average Family Size	3.44		3.41		-0.9%

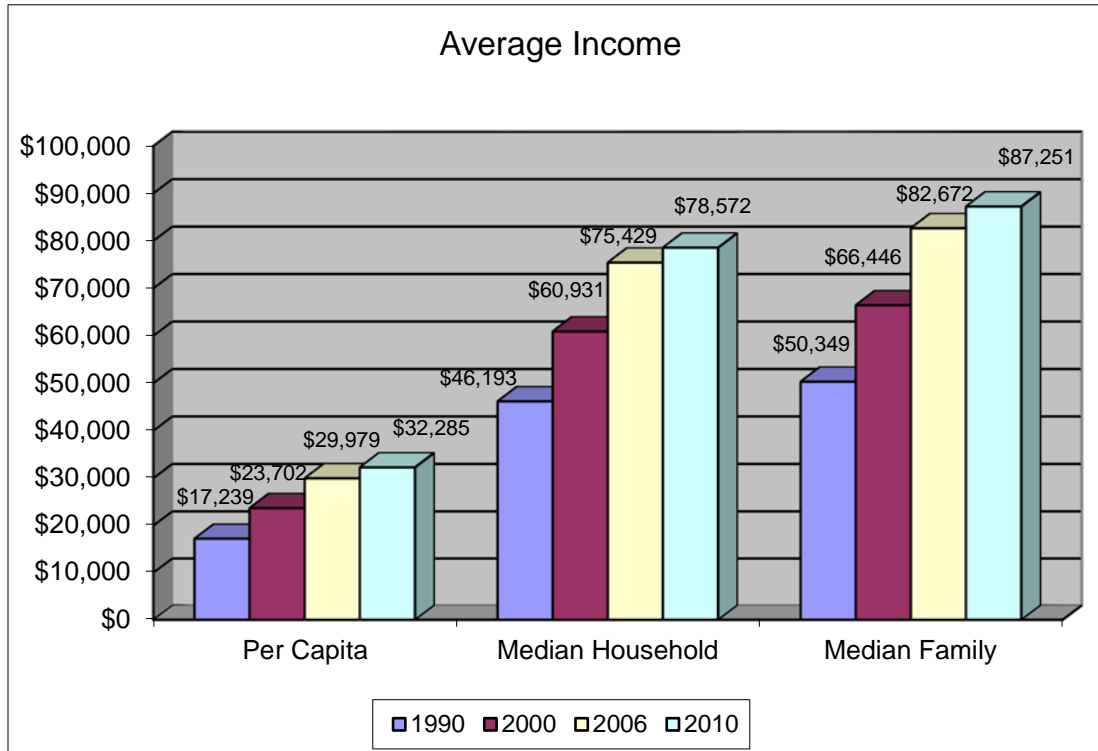
Source: U.S. Census, 2000 and 2010.

According to the ACS 1-Year Estimates, in 2011 the average household size was 3.02 for owner-occupied households and 2.62 for renter-occupied households.

Household Income

Household income is an important element affecting housing opportunities, as it is the primary factor determining the ability of households to balance housing costs with other basic necessities. The 2006 Census identified the median household income for Rancho Cucamonga at \$75,429, increasing to \$77,146 in 2010, which was significantly higher than the San Bernardino County median household income at \$52,941 in 2006 and \$53,260 in 2010. In 2013, for Federal assistance programs, the Department of Housing and Urban Development (HUD) identified a median income of \$62,600 for a family of four for the Riverside-San Bernardino-Ontario MSA.

Figure HE-2: Mean Income Levels



Source: U.S. Census, 1990, 2000 and 2010, American Factfinder, Selected Economic Criteria, 2006.

Income Definitions

For planning and funding purposes, the State Department of Housing and Community Development (HCD) categorizes households into five income groups based on the County Median Area Median Income (AMI). These five income categories include:

- Extremely Low Income – Up to 30 percent of the AMI.
- Very Low Income – 31 to 50 percent of the AMI.
- Low Income – 51 to 80 percent of the AMI.
- Moderate Income – 81 to 120 percent of the AMI.
- Above Moderate Income – Greater than 120 percent of the AMI.

When combined, the extremely low, very low, and low income households are often referred to as lower income households.

Income by Household Type and Tenure

While housing choices, such as tenure (either owning or renting) and location are income dependent, household size and type often affect the proportion of income that can be spent on housing. Income data developed by HUD, based on the Census, is used to provide an overview of income distribution by household type and tenure in Rancho Cucamonga. By looking at the breakdown of household type by income group, the housing needs of special groups can be identified. As shown in the following table, Small Family households made up the majority of households in all income categories. Roughly half of all elderly households are in the extremely low, very low, and low income categories.

Table HE-13: Household Income Profile by Household Type

	Extremely Low Income (0-30% AMI)		Very Low Income (31-50% AMI)		Low Income (51-80% AMI)		Moderate / Above Moderate Income (81%+ AMI)		Percent of Total Households	
	HH	%	HH	%	HH	%	HH	%	HH	%
Total Households	3,149	6.1%	3,573	6.9%	6,586	12.7%	38,735	74.4%	52,043	100.0%
Elderly	970	1.9%	1,290	2.5%	1,895	3.6%	1,130	2.2%	5,335	10.3%
Small Families	885	1.7%	1,410	2.7%	2,610	5.0%	24,530	47.1%	29,435	56.6%
Large Families	230	0.4%	485	0.9%	730	1.4%	5,925	11.4%	7,370	14.2%
Others	515	1.0%	650	1.2%	1,065	2.0%	7,950	15.3%	10,180	0.2%

Elderly = Household contains at least one person 62 years of age or older.

Small Families = Families with two to four members.

Large Families = Families with five or more members.

Others = Households with one or more children 6 years old or younger*

HH = Households.

Source: SCAG Local Housing Element Assistance: Existing Housing Needs Data Report 2012 & 2005-2009 ACS

Housing Problems

Typical housing problems include cost burden, overcrowding, and substandard housing. Many lower income households (e.g., extremely low, very low, and low income) cope with the housing cost issues either by assuming a cost burden, or by occupying a smaller than needed, or substandard housing unit. Specifically, based on Comprehensive Housing Affordability Strategy (CHAS) statistics, 75 percent of the City's extremely low income, 67.2 percent of the very low income, and 50.8 percent of the low income households were experiencing one or more housing problems (e.g., cost burden, overcrowding, and substandard housing) in 2010.

In general, the City's housing stock is in good condition. According to the 1990 Census, 36,169 units were available in 1990. A building spurt occurred from 1970-1979 when 31.1 percent, or 11,296 units, were constructed. A larger spurt occurred during the five-year period from 1985-1989 when 33.7 percent, or 12,309 units, were added to the housing stock. The 1990's saw an increase of almost 4,800 units, and State estimates for the seven year period starting in 2000 show an increase of over 12,000 units. According to the 2000 Census, 42,229 units were available in 2000, and according to the 2010 Census, 56,618 units were available in 2012; a 25 percent increase within the 10 year period.

Overcrowding

Overcrowding is defined by HCD as a household with more than one person per room (excluding bathrooms, kitchen, etc.). Severe overcrowding is defined as more than 1.5 persons per room. From 1990 to 2000, the incidents of overcrowding increased slightly; whereas from 1990 to 2000, it has decreased for owner households, but increased for renter households.

Increased overcrowding appears to disproportionately affect renter households. Census figures estimate that 5.9 percent of the renter-occupied households and 1.9 percent of the owner-occupied households were living in overcrowded conditions. These conditions can be attributed to high housing costs relative to income, combined with inadequately sized housing units. And when considering severely overcrowded conditions, the differences are similar as 1.1 percent of renter-occupied households and 0.3 percent of owner-occupied households were considered to be living in severely overcrowded conditions.

Table HE-14: Overcrowding by Tenure

	Owner-Households		Renter-Households		Total Households	
	Number	Percent	Number	Percent	Number	Percent
2000						
Total Overcrowded (>1.0 persons/room)	960	3.3%	877	7.2%	1,837	4.5%
Severely Overcrowded (>1.5 persons/room)	368	1.3%	483	4.0%	851	2.1%
2010						
Total Overcrowded (>1.0 persons/room)	710	1.9%	1,028	5.9%	1,738	3.2%
Severely Overcrowded (>1.5 persons/room)	103	0.3%	192	1.1%	295	0.5%

Source: U.S. Census, 2000 and 2010.

Cost Burden/Overpayment

Employment, household income, and the availability of a wide range of housing types directly relate to housing affordability. Within Rancho Cucamonga, most owners and renters can afford their housing costs by the measure of affordability recognized by the Federal government. Housing cost burden, also known as overpayment, is defined as a housing cost that exceeds 30 percent of a household's gross income. A severe cost burden is a housing cost that exceeds 50 percent of a household's gross income. Housing cost burden is particularly problematic for the extremely low, very low, and low income households because a high housing cost typically leaves little resources remaining for a household to cover other living expenses.

In renter-occupied households, 28.7 percent experience cost burden and 24.5 percent experience severe cost burden. Among owner-occupied households, 27.3 percent experience cost burden and 18.5 percent experience severe cost burden. Most notably, among all households 27.7 percent experience overpayment and 20.4 percent experience severe overpayment.

The following tables highlight the total percentage of renter and owner households overburdened by housing costs. Overall, cost burden affects owner-occupied and renter-occupied households similarly in the lower income groups (extremely low, very low, and low income). As market rents are generally affordable to moderate income households, renters in this income group do not appear to be as impacted by a cost burden.

Table HE-15: Housing Cost Burden (Overpayment (>30%))

Household Type	Extremely Low Income (0-30% AMI)		Very Low Income (31-50% AMI)		Low Income (51-80% AMI)		Moderate / Above Moderate Income (81%+ AMI)		TOTAL	
	Owner	Renter	Owner	Renter	Owner	Renter	Owner	Renter	Owner	Renter
Elderly	440	370	385	455	555	245	N/A	N/A	2,190	1,245
Small Families	130	620	570	630	1,075	1,055	N/A	N/A	8,695	3,800
Large Families	10	150	145	205	385	180	N/A	N/A	2,665	770
Others	80	370	175	620	355	860	N/A	N/A	2,535	3,065
Total	920	1,695	1,665	2,145	3290	N/A	N/A	N/A	36,735	17,520

>30% = Housing cost that exceeds 30 percent of a household's gross income.

Elderly = Elderly headed households with one to two members, Small Families = Families with two to four members, Large Families = Families with five or more members, Others = All others.

Source: 2005-2009 CHAS

Table HE-16: Housing Cost Burden (Severe Overpayment (>50%))

Household Type	Extremely Low Income (0-30% AMI)		Very Low Income (31-50% AMI)		Low Income (51-80% AMI)		Moderate / Above Moderate Income (81%+ AMI)		TOTAL	
	Owner	Renter	Owner	Renter	Owner	Renter	Owner	Renter	Owner	Renter
Elderly	315	370	260	250	285	135	N/A	N/A	1,110	800
Small Families	130	595	535	520	705	465	N/A	N/A	3,275	1,655
Large Families	10	135	50	105	235	N/A	N/A	N/A	910	240
Others	80	320	175	575	265	405	N/A	N/A	1,135	1,430
Total	920	1,695	1,665	2,145	3,290	N/A	N/A	N/A	36,735	17,520

>50% = Housing cost that exceeds 50 percent of a household's gross income.
 Elderly = Elderly headed households with one to two members, Small Families = Families with two to four members, Large Families = Families with five or more members, Others = All others.

Source: 2005-2009 CHAS

Table HE-17: Housing Cost Burden (Total Households)

	Extremely Low Income (0-30% AMI)		Very Low Income (31-50% AMI)		Low Income (51-80% AMI)		Moderate / Above Moderate Income (81%+ AMI)		TOTAL	
	>30%	>50%	>30%	>50%	>30%	>50%	>30%	>50%	>30%	>50%
Total HH	205	1,820	675	2,355	1,965	2,390	N/A	N/A	13,740	10,100

>30% = Housing cost that exceeds 30 percent of a household's gross income
 >50% = Housing cost that exceeds 50 percent of a household's gross income
 HH = Households

Source: 2005-2009 CHAS

Substandard Units

The general definition of a substandard unit is a unit that does not meet the Federal Housing Quality Standards of the Section 8 Rental Assistance Program and/or the City of Rancho Cucamonga's Development Code. While it is not possible to determine the number of units that meet such criteria, the number of units may be estimated by evaluating specific factors that indicate a unit is substandard. When the potential presence of lead-based paint is subtracted, the number of substandard units is estimated to be 485, or around 0.9 percent, of the City's housing stock.

Specifically, the ACS identified incidences of substandard factors, including incomplete plumbing, the lack of a complete kitchen and heating fuels, and vacant and boarded-up homes.

Of the total incidence of 2,267 substandard factors, 83 percent, or 1,882 factors, were considered suitable for rehabilitation. From January 1, 2008, to December 31, 2012, 17 single-family units were demolished. Substandard conditions are also addressed through the CDBG Home Improvement Program.

Table HE-18: Incidence of Substandard Factors

Factor Type	Extremely Low, Very Low, & Low Income Combined	
	Renter	Owner
Possible Lead Paint ¹	524	1,222
Lacking Complete Plumbing Facilities ²	32	72
Lacking Complete Kitchen Facilities ³	365	89
No Telephone Service ⁴	979	512
No Heating Fuel Used ⁵	65	153
Total Substandard	1,441	826
Substandard But Rehabable ⁶	1,196	686

Source:

1. SOCDS CHAS Data.
2. to 4. 2005-2009 ACS
5. 2006-2010 ACS Percentage of Renters and Owners calculated based on overall citywide proportion (30% Renters and 70% Owners).
6. Assumption that 83% of all units are suitable for rehabilitation.

Target Areas for Assistance

HUD Community Development Block Grant (CDBG) requirements establish that 51 percent of the persons benefiting from a program are of low and moderate income. When considering current Census Tract Block Group data, only 2 of the City's 36 Block Groups have a low and moderate income population that meet this minimum requirement. To address this requirement, HUD allows cities to utilize the Upper Quartile Method whereby Block Groups are arranged in a descending order, based on the percentage of low and moderate income residents within each Block Group. Multiplying the total number of Block Groups by 25 percent results in one-quarter of the total, or a Block Group quartile. The lowest percentage of low and moderate income residents in the top 25 percent of all Block Groups establishes the threshold for the Upper Quartile. Utilizing this method, those Upper Quartile Census Tract Block Groups with a 28.3 percent or greater concentration of low-income persons qualify as target areas.

Two target areas have historic community identities, Northtown (located south of Foothill Boulevard between Haven Avenue and Archibald Avenue) and southwest Cucamonga (located south of Foothill Boulevard west of Hellman Avenue). Portions of Alta Loma and the Rochester Tract, which were previously qualified by a special census, do not qualify for assistance by the Upper Quartile Method. Historically, City resources, including CDBG and Redevelopment funding have been focused on Northtown and Southwest Cucamonga. Conservation and rehabilitation of housing stock has been a priority in the target areas.

Special Housing Needs

California Government Code §65583(a)(7) requires "[a]n analysis of any special housing needs, such as those of the elderly, persons with disabilities, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter."

State law recognizes that certain groups have greater difficulty in finding decent and affordable housing due to special circumstances. Special circumstances may be related to one's income, family characteristics, or disability status. In Rancho Cucamonga, special needs populations include the senior households, persons with disabilities, female headed households, large households, the homeless, students, and farmworkers.

Senior Households

Senior households have special housing needs due to a variety of concerns, including: a limited or fixed income, health care costs, transportation, disabilities, and access to housing. Rancho Cucamonga experienced a 60 percent increase in senior residents from 2000 to 2010 (Table HE-2). The 2010 Census indicated that 18.3 percent of Rancho Cucamonga residents were senior households; increasing from 6.0 percent in 2000 to 4.0 percent in 2010. Further,

according to the 2010 Census, 9,943 persons 65 years of age and over reside in the City; representing a significant needs group. A large proportion of elderly renter and owner households have incomes below 80 percent of the area median family income. Within the elderly population, 90.2 percent of all elderly renters and 70.3 percent of all elderly homeowners are within the lower income categories (e.g., extremely low, very low, and low income). A cost burden greater than 30 percent of their income is experienced by 86 percent of all elderly renters and 63 percent of all elderly homeowners (Table HE-15). Additionally, 94 percent of all elderly renters and 77.5 percent of all elderly homeowners experienced a cost burden greater than 50 percent of their income (Table HE-16).

Many senior citizens have reached their retirement years without adequate resources to meet their needs. For renters, the problem of living on fixed incomes in a housing market where costs increase faster than inflation can be difficult. Even those seniors who prepared well for their retirement may have had their savings depleted as the result of declining interest rates or a lengthy illness.

Social service professionals who work with seniors stress that while the elderly do not mind living alone and often prefer it, they want to be part of a neighborhood where they feel an attachment, a sense of belonging, feel reasonably safe, and have easy access to basic services. However, housing costs and living expenses may increase and threaten their ability to continue to live in neighborhoods where they may have spent substantial parts of their lives.

The special needs of seniors can be met through a range of services, including congregate care, rent subsidies, shared housing, and housing rehabilitation assistance. As demonstrated in the previous data, the elderly need assistance with rental housing, and local senior housing projects and Federal Section 8 rental assistance programs address the elderly rental need. Those seniors who own their own homes may have difficulty when non-housing expenses increase and their income does not. In such cases, home maintenance needs are often deferred. Elderly homeowners often need housing rehabilitation services; local repair and rehabilitation programs address the elderly homeowner need. In Rancho Cucamonga, the allocation of public resources to assist seniors with their housing needs is higher than for any other special needs group.

Persons with Disabilities

A disability is defined as a long lasting condition that impairs an individual's mobility, ability to work, or ability to care for themselves. There are three different types of disabilities that create varying housing needs. These include the physically disabled, the developmentally disabled, and the mentally disabled. Disabled persons have special housing needs with regard to accessibility, location, and transportation and because of their fixed income, shortage of affordable and accessible housing, and higher health costs associated with their disability often have a reduced ability to afford adequate housing.

The 2010 Census identifies four different disability categories: 1) sensory, 2) physical, 3) mental, and 4) self-care. Persons with disabilities often require public assistance, including housing needs. The 2010 Census did not tract disabilities; however, according to the 2009-2011 ACS, a total of 12,802 persons (7.9 percent of the population 5 years and over) in Rancho Cucamonga have a disability. This includes 4.0 percent (1,232 persons) of those aged 5 to 17, 6.5 percent (6,979 persons) of those aged 18 to 64, and 37.3 percent (4,549 persons) of those aged 65 and older. In absolute terms, the 18 to 65 age group has the highest number of disabled persons, but in relative terms as a percentage of the population, the population age group of 65 and older has the highest number of disabled persons with almost half of the population having at least one disability.

Table HE-19: Disability Status (2009 -2011)

Disability Type	% of Disabilities Tallied			
	Age 5 To 17	Age 18 To 64	Age 65 +	TOTAL
With a hearing difficulty	0.8%	1.6%	12.9%	2.2%
With a vision difficulty	0.4%	1.0%	9.0%	2.4%
With a cognitive difficulty	2.8%	2.2%	10.0%	2.6%
With an ambulatory difficulty	0.1%	3.2%	25.7%	2.7%
With a self-care difficulty	0.6%	1.3%	11.8%	2.7%
With an independent living difficulty	N/A	2.3%	18.2%	2.8%
Total Persons with Disabilities	1,232	6,979	4,549	12,802

Notes

1. Persons under 5 years of age are not included in this table.
2. Persons may have multiple disabilities.

Source: American Community Survey Table S1810, Disability Characteristics

The City's disabled population needs a range of facilities and services. Facilities include physical access to buildings and transportation. The minimum requirement is set forth by Federal legislation. Specially equipped housing units are needed. Special equipment includes lifts, ramps, grab bars, extra-wide doorways, special kitchen equipment, and special bathroom design. Such equipment is generally privately provided on a case-by-case basis. Handicapped renters are permitted to install special equipment, but low-income disabled persons may need public assistance to achieve a livable dwelling unit. Specially equipped units may be included in senior housing designs.

As indicated by the Census figures, many disabled persons work and live independently. According to social service professionals, housing assistance is often needed when disabled individuals complete rehabilitation programs. For low-income disabled, assistance with the installation of special equipment and availability of affordable housing are primary needs.

The range of services for the disabled includes full institutional care, transitional care, and independent living. Transitional care may be provided by families or through group quarters. The latter may include on-site professional or paraprofessional support. The State of California Community Care Licensing Division identifies a variety of residential care facilities in Rancho Cucamonga, these include: 4 Adult Day Care Facilities, 13 Adult Residential Facilities, 5 Group Home Facilities, 11 Residential Care for the Elderly Facilities, and 3 Small Family Home Care Facilities.

Persons with Developmental Disabilities

A developmental disability is defined as a disability that originates before an individual becomes 18 years old, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual. Federal law defines development disabilities as a severe, chronic disability that:

- Is attributed to a mental or physical impairment or a combination of mental and physical impairments;
- Is likely to continue indefinitely;
- Results in substantial functional limitations to three or more of the following areas of major life activities; self-care, receptive and expressive language, learning, mobility, self-direction, capacity for independent living, and economic self-sufficiency; and
- Reflects the individual's need for a combination and sequence of special, interdisciplinary, or generic services, supports, or other assistance that is of lifelong or extended duration and is individually planned and coordinated, except that such term, when applied to infants and young children means individuals from birth to age 5, inclusive, who has substantial developmental delay or specific congenial or acquired conditions with a high probability of resulting in developmental disabilities if services are not provided.

The U.S. Administration of Development Disabilities estimates that 1.5 percent of a community's population may have a developmental disability. The California DOF estimated the City's 2012 population at 169,498 persons, which means that there could be approximately 2,542 persons with developmental disabilities in Rancho Cucamonga.

Some residents with developmental disabilities may live comfortably without special accommodations, but others require a supervised living situation such as group housing or an assisted living facility. Rancho Cucamonga residents with developmental disabilities can seek assistance from the Autism Society Inland Empire in Corona or at the Inland Regional Center in San Bernardino, the largest regional developmental disability support center in California. The Inland Regional Center provides assistance to 920 Rancho Cucamonga residents (including 214 from zip code 91701, 400 from 91730, 129 from 91737, and 177 from 91739).

Some people with developmental disabilities may require modifications that allow freedom of movement to and from, or within a housing unit. Title 24 of the California Code of Regulations establishes accessibility and adaptability requirements for public buildings. There are also state and federal minimum standards for multi-family housing; however, as these standards are not mandatory for single-family homes, in-home accessibility can be an issue for people with disabilities. The City of Rancho Cucamonga permits encroachments into setbacks for an accessory structure (such as a wheelchair ramp) and recently adopted Reasonable Accommodation standards as part of the City's Development Code update, which allows for reasonable accommodations in the City's zoning and land use regulations, policies, and practices when needed to provide an individual with a disability an equal opportunity to use and enjoy a dwelling.

Female-Headed Households

Single-parent households typically have a special need for such services as childcare and health care, among others. Female-headed households with children tend to have lower incomes, which limits their housing options and access to supportive services. A mother with her own children constitutes a female-headed household. According to the 2010 Census, 7,514 households (13.8 percent of all households) are female-headed households and 6.0 percent of all households are male-headed; thus, 19.8 percent of all households are single-parent households. In comparison, the 2000 Census counted 13.4 percent for all single-parent households, of which 9.3 percent were female-headed. According to the 2005-2009 ACS 5 Year Estimate, the percentage of families and people whose income in the past 12 months is below the poverty level for all families is 3.9 percent, whereas, female households make up 9.5 percent.

According to the 2010 Census, poverty level is based on the national average income and was at or below \$22,314 for a family of four. The incomes of 575 female-headed households, representing 8.1 percent of the 7,127 female headed households with no husband present were below the national poverty level. In comparison, the incomes of 750 married couple families, representing 2.5 percent of the 29,521 married-couple families were below the national poverty level.

In addition to housing assistance, it is reasonable to assume that all households that fall below the poverty level are in need of social service assistance, including childcare and healthcare, and that many also need assistance with education and job training. It is also reasonable to assume that high proportions of poverty level households, particularly single-parent households, are at risk of homelessness.

Large Households

Large households consist of five or more persons and are considered a special needs population due to the limited availability of affordable and adequately sized housing. The lack of large units is especially evident among rental units. Large households often live in overcrowded conditions, due to both the lack of large enough units, and insufficient income to afford available units of an adequate size.

Large households comprise a special needs group because of their need for larger units, which

often will command higher prices that are not affordable to many large households. In order to save for other necessities such as transportation, medical, food, and clothing, it is not uncommon for lower income large households to reside in smaller units, which results in overcrowding.

In 2010, there were 54,383 households in Rancho Cucamonga; of these, 12,509 were single person households, 37,998 were 2 to 4 person households, and 6,651 were large households. Large households comprised 12.2 percent of all households, of these large households, 30.7 percent, or 2,043 households are renter-occupied (2011 ACS 1 Year Estimate).

Table HE-20: Large Families by Tenure

Occupancy	2000			2010		
	Total HH	Large HH	Percent	Total HH	Large HH	Percent
Owner-Occupied	28,702	5,251	18.3%	38,192	4,608	12.1%
Renter-Occupied	12,161	1,519	12.5%	18,966	2,043	10.8%
Total	40,863	6,770	16.6%	57,158	6,651	11.6%

Source: U.S. Census, 2000 and 2011 ACS 1 Year Estimate, HH = Households.

Rancho Cucamonga addresses the affordable housing needs of large households by offering home ownership assistance and by encouraging the development of affordable housing units with two or more bedrooms. The City provides infill single-family homes with Northtown Housing Development Corporation (NHDC) and previously provided Down Payment Assistance through the Redevelopment Agency (RDA) First Time Homebuyer Program. With the recent elimination of the RDA, this program is still in place for existing participants, but there are no new funds available for any new applicants.

Homeless

An analysis of the City's homeless population can be challenging because of the transient nature of the population. People can be classified homeless because of a variety of circumstances including: 1) those persons who are chronically homeless resulting from alcohol or drug use, and 2) those persons who are situationally homeless resulting from job loss, arguments with family or friends, incarceration, or violence (both family and domestic).

In 2007 the Community Action Partnership of San Bernardino County completed a homeless census and survey to address the prevalence of homelessness in the County. The San Bernardino County Homeless Coalition is organized into five local coordinating groups; District 2 encompasses the immediate regional area and includes Fontana, Rancho Cucamonga, and Upland. The survey identified a total of 7,331 homeless persons, an increase of 2,061 over the 2003 survey (an increase of 41 percent). The survey identified 7,198 homeless persons within the five districts, 122 of those persons were located within Rancho Cucamonga, representing a 53.1 percent decrease from 2003.

The San Bernardino County Homeless Census and Survey results for District 2 counted a total of 741 persons, 122 of which were located within Rancho Cucamonga. This total resulted from a count of 48 individuals, 14 people in families, and 60 people in cars/RV's/vans. The majority of the homeless persons were unsheltered; the sheltered count included only the 14 people in families.

In 2011, the San Bernardino County Homeless Partnership (SBCHP) prepared the San Bernardino 2011 Point-In-Time Homeless Count & Survey Report to evaluate incidences of chronic homelessness on a county wide basis. The Point-In-Time Count (PITC) resulted in a total of 2,876 persons, including 1,692 unsheltered, 1,039 either sheltered or in transitional housing, and 145 persons or families using hotel/motel vouchers. The PITC was not intended to convey the total number of persons who are experiencing homelessness throughout the year, but represents those observed during the count itself. PITC counts are not available at the city level, so a current count of homelessness within the City is not provided.

To address the City's homeless special needs population Rancho Cucamonga annually utilizes 15 percent of their CDBG allocation to provide public and supportive services to prevent

homelessness and/or aid those who are homeless or at risk of becoming homeless. As required by Federal regulations, these funds are directed to those persons in need (as 51 percent of those served must be low and moderate income), especially those with special needs.

Homeless supportive and prevention services funded through the City's CDBG program may include:

- House of Ruth – Provides shelter (transitional housing), programs, education, and opportunities for safe, self-sufficient, healthy living for battered women and their children who are at-risk of homelessness.
- Foothill Family Shelter – Provides a 90-day transitional housing shelter for homeless families with children.
- Inland Valley Council of Churches (SOVA Program) – Provides a 5-day food supply for all members of a household.
- Inland Fair Housing and Mediation Board – Addresses fair housing mediation and landlord-tenant dispute resolution services, which helps prevent homelessness.

Students

Various institutions of higher learning are located within the City of Rancho Cucamonga, including Chaffey College, University of La Verne, University of Redlands, and University of Phoenix. As of the 2006-2010 ACS 5 Year Estimate, a total of 16,069 Rancho Cucamonga residents were enrolled in college or graduate school (Table HE-3), comprising 9.7 percent of the population. These students have unique housing needs because they may have limited funds, be on a relatively tight budget, and in need of short term housing. A lack of affordable housing impacts this special needs group, which often leads to overcrowded living situations.

Because the City benefits from an educated population, an additional consideration is the retention of recent college graduates. As young professionals begin their career they are often unable to afford most apartment rental prices and the purchase price of a home, and would seek housing opportunities in neighboring communities.

Farmworkers

According to the 2006-2010 ACS 5 Year Estimate, there were 196 persons employed in farming, forestry, and fishing occupations (Table HE-8), which is less than 0.2 percent of the 79,995 employed persons living in the City. There is no information available to desegregate farmworkers from the category "farming, fishing, and forestry." Based on the absence of agricultural production in the City, it is assumed that there are very few such jobs. Citrus and vineyard agriculture was declining at the time of the City's incorporation and there are currently no agricultural zones in the City. A few orchards and vineyards remained in production during the transition years before urban buildup. As a consequence of the small population and rapidly declining agricultural production, no statistical need for housing has been identified for farmworkers.

Housing Stock Characteristics

Residential growth has fundamentally defined the housing character of Rancho Cucamonga and is one of the more tangible measures of the quality of life found in each neighborhood. Rancho Cucamonga contains a mixture of seven major residential neighborhoods, each distinguished by its own history, housing type, lot patterns, and street configuration. These seven areas include the original three communities that formed Rancho Cucamonga, i.e., Alta Loma, Cucamonga, and Etiwanda, and those areas of infill and surrounding development consisting of Etiwanda North, Terra Vista, Victoria, and Caryn.

Alta Loma

The Alta Loma area encompasses roughly one-third of Rancho Cucamonga and is bordered

by the City boundary to the north and west, Deer Creek to the east, and Base Line Road to the south. This area is characterized by stable neighborhoods, established single-family homes situated on larger one-half acre equestrian oriented lots in the northern portion and one-quarter acre lots to the south. The neighborhood contains a variety of multi-family housing complexes that are situated along the major boulevards in the southern portion.

Cucamonga

The Cucamonga area encompasses roughly one-third of Rancho Cucamonga and is bordered by Base Line Road to the north, Deer Creek Channel to the east, and the City boundary to the west and south. This area contains a stable mix of single-family and multi-family housing. This area also contains the Red Hill area distinguished by hillside terrain, a non-traditional street layout, a wide mix of lot sizes, and is anchored by the Red Hill Country Club.

Etiwanda

The Etiwanda area is located along the eastern portion of Rancho Cucamonga and is bordered by the City boundary to the north and east, Day Creek Channel to the west, and Foothill Boulevard to the south. The Etiwanda Specific Plan was developed to retain the rural character of the area and equestrian orientated residential development. The area is characterized by stable residential neighborhoods surrounded by Eucalyptus windrows reminiscent of the agricultural heritage of the area. Residential uses include a mix of one acre, one-half acre, and one-quarter acre residential lots, with the larger lots suitable for equestrian uses.

Etiwanda North

The Etiwanda North neighborhood is located to the north and west of the Etiwanda area. The neighborhood contains large single-family lots, similar to the Alta Loma area, but utilizes a non-traditional street layout.

Terra Vista

The Terra Vista neighborhood, generally located north of Foothill Boulevard, south of Base Line Road, between Haven Avenue and Rochester, is distinguished by curvilinear streets, small lot single-family homes, and quality multi-family housing. This neighborhood includes several parks, supportive commercial land uses, and the Rancho Cucamonga Central Park, a 103 acre park currently anchored by the James L. Brulte Senior Center and the Goldie S. Lewis Community Center.

Victoria

The Victoria neighborhood is located to the north and east of Terra Vista. The Victoria area is distinguished by stable residential developments, curvilinear streets, and small and mid-size single-family homes. The area includes several parks, supportive commercial land uses, and is anchored by Victoria Gardens.

Caryn

The Caryn area is located north of the 210 freeway, south of Banyan Street, between Milliken Avenue and Rochester Avenue. The Caryn neighborhood is a fully developed residential development community containing a variety of parks, curvilinear streets, and small to mid-sized single-family homes.

The Housing Element will provide policy guidance to strengthen each neighborhood and guide residential development throughout the duration of the planning period.

Housing Growth

Between 1990 and 2000, Rancho Cucamonga's housing units grew by 5,947 housing units, an increase of 16.4 percent. According to the DOF, Rancho Cucamonga has a total of 57,443 housing units as of January 1, 2012. This represents an increase of 15,309 housing units since 2000, an overall increase of 36.3 percent, which is over double that of the growth rate experienced by the County. As Rancho Cucamonga matures, the amount of vacant residentially zoned land available for new development will lessen, which will allow for modest growth during the planning period.

Table HE-21: Housing Growth

City	Housing Units			Percent Change	
	1990	2000	2012	1990-2000	2000-2012
Fontana	29,383	35,907	52,381	22.2%	45.8%
Ontario	42,536	45,182	47,626	6.2%	5.4%
Rancho Cucamonga	36,187	42,134	57,443	16.4%	36.3%
Upland	24,496	25,467	27,411	4.0%	7.6%
San Bernardino County	542,332	601,369	702,911	10.9%	16.9%

Source: U.S. Census, 1990 and 2000, DOF Table E-5.

Housing Types and Tenure

A diverse range of housing types helps to ensure that all households, regardless of income, age, or household size, will have the opportunity to find housing suitable to meet their housing needs. Of the City's 57,443 housing units in 2012, 68.3 percent are single-family units and 29.0 percent are multi-family units. Rancho Cucamonga also has 8 mobile home parks with 1,531 mobile home units, which in 2012 make up just 2.7 percent of the housing stock.

Table HE-22: Housing Unit Type

Housing Unit Types	1990		2000		2012		Percent Change	
	Number	Percent	Number	Percent	Number	Percent	1990-2000	2000-2012
Single-Family Detached	24,527	67.8%	29,220	69.4%	35,610	61.9%	19.1%	21.9%
Single-Family Attached	2,238	6.2%	2,532	6.0%	3,662	6.4%	13.1%	44.6%
Multi-Family (2-4 units)	1,266	3.5%	1,794	4.3%	2,732	4.8%	41.7%	52.3%
Multi-Family (5+ units)	6,810	18.8%	7,216	17.1%	13,908	24.2%	6.0%	92.7%
Mobile Homes	1,346	3.7%	1,372	3.2%	1,531	2.7%	1.9%	11.6%
Total	36,187	100.0%	42,134	100.0%	57,443	100.0%	16.4%	36.3%
Vacancy Rate	7.5%		3.0%		3.95%		-75.0%	31.6%

Source: U.S. Census, 1990 and 2000, DOF Table E-5.

Housing tenure refers to whether a housing unit is owned, rented, or is vacant. Tenure is an important indicator of the housing climate of a community, reflecting the relative cost of housing opportunities, and the ability of residents to afford housing. Tenure also influences residential mobility, with owner-occupied units generally having lower turnover rates than rental housing. Most residents of Rancho Cucamonga live in owner-occupied housing; the ratio of owner-occupied to renter-occupied housing has remained constant at around 70.0 percent since 1990.

Table HE-23: Housing Tenure

Occupied Housing Units	1990		2000		2009	
	Households	Percent	Households	Percent	Households	Percent
Owner Occupied	23,639	70.0%	28,814	70.3%	36,733	67.7%
Renter Occupied	9,997	30.0%	12,162	29.7%	17,520	32.3%
Total	33,636	100.0%	40,976	100.0%	54,253	100.0%

Source: U.S. Census, 1990 and 2000, SCAG Existing Housing Needs Data Report.

Vacancy Rate

A vacancy rate measures the overall housing availability in a community and is often a good indicator of how efficiently for-sale and rental housing units are meeting the current housing demand. A vacancy rate of 5.0 to 6.0 percent for rental housing and 1.0 to 2.0 percent for ownership housing is generally considered healthy and suggests that there is a balance between the demand and supply of housing. A lower vacancy rate may indicate that households are having difficulty in finding housing that is affordable, leading to overcrowded conditions or a cost burden for households paying more for housing than they can afford.

Between 1990 and 2000, the overall vacancy rate decreased from 7.5 percent to 3.0 percent. The vacancy rate for buildings with five or more units was significantly higher than for other unit types. The City believes that the Census overstated the 1990 vacancy rate by approximately 3.5 percent through field survey errors which resulted in the unexpected vacancy rate for 5+ units at nearly 15 percent. Beginning in 2010, DOF records have consistently shown a 3.95 percent vacancy rate for the City.

Table HE-24: Vacancy Rate by Unit Type

Unit Type	1990			2000		
	Total Units	Vacant Units	Vacancy Rate	Total Units	Vacant Units	Vacancy Rate
Single Family Detached	24,527	1,469	6.0%	29,286	624	2.1%
Single-Family Attached	2,238	147	6.6%	2,538	94	3.7%
2 to 4 Units	1,266	57	4.5%	1,798	37	2.1%
5 Plus Units	6,810	1,015	14.9%	7,232	460	6.4%
Mobile Homes	1,346	26	1.9%	1,355	38	2.8%

Source: U.S. Census, 1990 and 2000, SCAG Summary Tape File 3.

Housing Age and Condition

Generally, housing older than 30 years of age will require minor repairs and modernization improvements. Housing units over 50 years of age are more likely to require major rehabilitation such as roofing, plumbing, HVAC, and electrical system repairs. After 70 years of age a unit is generally deemed to have exceeded its useful life.

Approximately 28.4 percent of the 57,443 housing units in Rancho Cucamonga were built prior to 1980, making the majority of these units at least 30 years old. The vast majority of these units were built during the 1970's, potentially requiring minor repairs. Units older than 50 years comprised about 3.9 percent of the housing stock; these units may require moderate to substantial repairs. Less than one-half of 1.0 percent of units are older than 70 years; therefore, few housing units in Rancho Cucamonga are likely to have exceeded their useful life. Historic preservation programs, Code Enforcement activity, and CDBG programs are aimed at maintaining older housing stock in residential areas.

Table HE-25: Age of Housing Stock

Year Structure Built	Number	Percent
2010 to 2013	1,727	3.0%
2000 to 2009	15,258	26.6%
1990 to 1999	8,549	14.9%
1980 to 1989	15,572	27.1%
1960 to 1979	14,045	24.5%
1940 to 1959	2,035	3.5%
1939 or earlier	257	0.4%
Total	57,443	100.0%

Source: U.S. Census, 1990 and 2000, 2005-2007 American Community Survey, DOF Table E-5.

Housing Conditions Survey

Housing age is only useful as a general indicator of the condition of housing within the City. It does not take into account any actions by the property owner to maintain and/or upgrade their property. As part of the Housing Element update, the City conducted a survey of residential lots in selected neighborhoods and found that 65.0 percent of homes were in relatively good condition, 18.0 percent required minor maintenance, 13.0 percent required moderate maintenance, 2.0 percent required substantial maintenance, and 2.0 percent were in dilapidated condition. Therefore, 35.0 percent of the City's single-family homes were reported to require at least some improvements.

A focused building-by-building survey covering multi-family units was also conducted. Among the 95 structures surveyed, 67.0 percent were ranked in relatively good condition, 21.0 percent required minor maintenance, 10.0 percent required moderate maintenance, and 2.0 percent required substantial maintenance/rehabilitation. Deferred maintenance was disproportionately concentrated in small complexes.

During the past few years, the City has made progress in neighborhood improvements through its various residential rehabilitation programs (e.g., Home Improvement Program for income eligible single-family and mobile homeowners). In addition, infill developments have also eliminated some substandard or dilapidated housing units.

Housing Costs and Affordability

The cost of housing is directly related to the extent of housing problems in a community. If housing costs are relatively high compared to household income, housing cost burden and overcrowding occur. This section summarizes the cost and affordability of housing to Rancho Cucamonga residents.

Housing Sales Prices

Similar to most southland communities, the sale prices for housing in the San Bernardino valley escalated between 2000 and 2005. Much of the appreciation in home value over the decade was due to the rapid escalation in housing demand throughout the region, the availability of lower interest loans that have stretched the purchasing power of residents, and the desirability of new housing products on the market.

In 2000, the median home price in the City of Rancho Cucamonga was \$182,200, based on the 2000 Census. In 2005, the median home price in Rancho Cucamonga increased to \$460,000, a 21.1 percent increase from the 2004 median price of \$380,000 and almost two and half times the price in 2000. However, starting at the end of 2005, the implosion of the mortgage lending industry led to price depreciation in most southland communities. Between 2005 and October 2007, the median home price in Rancho Cucamonga decreased 2.2 percent. While some communities still experienced some price increases, the increases were far below those that occurred between 2004 and 2005.

Table HE-26: Change in Median Home Prices

Jurisdiction	October 2007	December 2011	December 2012	Percent Change	
				2007-2011	2011-2012
Claremont	\$500,000	\$403,500	\$440,500	-19.3%	9.17%
Montclair	\$355,000	\$180,500	\$231,500	-49.2%	28.25%
Ontario	\$367,500	\$210,000	\$240,000	-42.9%	14.29%
Rancho Cucamonga	\$450,000	\$284,500	\$332,000	-36.8%	16.70%
Upland	\$504,500	\$290,000	\$367,500	-42.6%	16.67%

Source: Data Quick Real Estate News, Annual and 2012 Monthly Charts, DQNews.com, accessed on February 26, 2013

Home prices vary by unit type and size. Condominiums are generally more affordable, compared to single-family homes. Small condominiums and mobile homes are the most affordable homeownership option in Rancho Cucamonga.

Table HE-27: Median Sale Prices by Unit Type

Unit Type	Sales Price
Single-Family	\$347,000
Condominiums	\$177,000

Source: *www.zillow.com, Fourth Quarter 2012. Report, accessed February 2013.*

Housing Rents

Rents vary depending on unit type (single-family home, townhomes, apartment, etc.), the size and condition of the unit, and nearby amenities. According to the U.S. Census Bureau, 2007-2011 American Community Survey, 1.3 percent of units rent for less than \$500 in Rancho Cucamonga; these are most likely units subsidized by affordability covenants and senior apartments. Approximately 5.0 percent rent from \$500 to \$750, 9.5 percent rent from \$750 to \$1,000, 41.2 percent from \$1,000 to \$1,500, and the remainder rent for more than \$1,500. A local survey of properties provided more detail about housing rentals. Monthly rents average between \$1,050 for a one-bedroom unit to \$1,750 for a three-bedroom apartment, with prices higher for single-family homes.

Table HE-28: Housing Rents

Size of Rental	Apartments	Single-Family Homes	Average
1 bedroom	\$1,050	\$1,150	\$1,100
2 bedroom	\$1,350	\$1,500	\$1,425
3 bedroom	\$1,750	\$1,900	\$1,825
Average Rent	\$1,383	\$1,517	\$1,450

Source: *Various websites and newspapers, 2013.*

Housing Affordability

The real estate boom in southern California has created an unprecedented increase in housing prices throughout the region, including Rancho Cucamonga and the surrounding communities. Rancho Cucamonga considers housing affordability to be a critical issue; this is because of the inability of residents to afford and obtain decent housing can lead to overcrowded living conditions, an over extension of a households financial resources, the premature deterioration of housing due to a high number of occupants, and situations where young families and seniors cannot afford to live near other family members.

Housing affordability can be determined by comparing housing prices and rents to the income levels of residents in the same community, or within a larger region such as the Riverside-San Bernardino-Ontario MSA. The Federal government has established an affordability threshold that measures whether or not a household can afford housing. Typically, a household should pay no more than 30 percent of their gross income for housing, although a slightly higher cost burden is allowed by the mortgage industry because of the tax advantages of homeownership.

The following table compares the maximum housing price and rent that could be afforded by different income levels in Rancho Cucamonga. As discussed previously (Table HE-26), the average priced single-family home and condominium sell for \$347,000 and \$177,000, respectively. Since low and moderate income households could afford no more than \$266,000 for a single-family home, any type of single-family dwelling and most condominiums would not be affordable at current sales prices.

Apartments, single-family homes, and condominiums typically rent between \$1,050 and \$1,900 per month. Low and moderate income households can afford between \$1,000 and \$1,700 in rent per month, depending on the size of the unit and the number of bedrooms. Most existing apartments and home rentals are thus affordable to low and moderate income households.

Table HE-29: Housing Affordability in Rancho Cucamonga

Income Levels	Definition (Percent of County AMI)	Maximum Household Income ¹	Maximum Affordable Price ²	Maximum Affordable Rent ³
Extremely Low	Less than 30%	\$20,000	\$41,000	\$449
Very Low	31% to 50%	\$33,300	\$88,000	\$732
Low	51% to 80%	\$53,300	\$164,000	\$1,182
Moderate	81% to 120%	\$79,900	\$266,000	\$1,797

1. Maximum household income is based on a family of 4 persons. Incomes are established by HUD 2013 Income Limits Summary.
2. Housing affordability assumes 10% down payment, 30-year fixed loan at a 4% interest rate, standard housing costs (utility costs ranging from \$250 to \$400 per month), and that mortgage costs (interest, property tax, etc.) are tax deductible.
3. Rental payment assumed at no more than 30% of income, after payment of utility costs (ranging from \$50 to \$200 per month).

Housing Preservation Needs

California Government Code §65583(a)(9)(A-D) requires "[a]n analysis of existing assisted housing developments that are eligible to change from low-income housing uses during the next 10 years due to termination of subsidy contracts, mortgage payment, or expiration of restrictions on use." The study must include units at-risk during the next two Housing Element update periods. The first period extends from October 1, 2013 to September 30, 2021 and the second period extends from October 1, 2021 to September 30, 2029 although only the first two years of the second Housing Element update period are within the 10-year time period.

Inventory of Units At-Risk

The inventory of affordable housing projects within Rancho Cucamonga is listed in the following table. This inventory includes all multiple-family units which are assisted under a variety of Federal, State, and/or local programs, including the U.S. Department of Housing and Urban Development (HUD) programs, State and local bond programs, previously established RDA programs, and local programs, including but not limited to: in-lieu fees, density bonus, or direct assistance. The inventoried units are those eligible to change to market rate housing due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions.

The inventory was compiled by the Rancho Cucamonga Planning Department through discussions with the Housing Successor Agency (previously the Rancho Cucamonga RDA), the County of San Bernardino CDH, the California Debt Limit Allocation Committee (CDLAC), the California Tax Credit Allocation Committee (CTCAC), and a review of "Listing of Notices Received Pursuant to Government Code §65863.10 and §65863.11" prepared by the California Housing Partnership Corporation.

Those units at-risk of converting to market rate prior to October 1, 2021, were assisted by County of San Bernardino CDH with participation in the County's mortgage revenue bond program, State bond financing, and HUD; affordable units were restricted for periods of 30 to 40 years. The identified units were restricted through the property owner's participation with the County's bond program, and did not include the City's participation. Those units not at-risk of conversion to market rate after October 1, 2021 were restricted through regulatory agreements between owners and the Rancho Cucamonga RDA, with funding by 20 percent Set-Aside funds and CTCAC financing. Affordable units assisted by the RDA were restricted for a period up to 99 years.

The level of assistance of these units is set to benefit low-income families earning 80 percent, or less, of the area median income for the San Bernardino-Riverside-Ontario MSA.

Table HE-30: Subsidized Multi-Family Housing

Development	Type	Form of Assistance	Subsidy Terminates ²	# Units Subject to Control	Status
Units At-Risk of Conversion ¹					
Parkview Place Apartments 10930 Terra Vista Parkway, 91730	Family	Mortgage Revenue Bond	Valid until bonds are paid	30	At Risk
Mountain View Apartments 10935 Terra Vista Parkway, 91730	Family	Mortgage Revenue Bond	Valid until bonds are paid	54	At Risk
Waterbrook Apartments 10400 Arrow Route, 91730	Family	Mortgage Revenue Bond	Valid until bonds are paid	76	At Risk
Sycamore Terrace 10855 Terra Vista Parkway, 91730	Family	Mortgage Revenue Bond	Valid until bonds are paid	26	At Risk
Evergreen Apartments 10730 Church Street, 91730	Family	Mortgage Revenue Bond	Valid until bonds are paid	79	At Risk
Subtotal – Units At-Risk:				265	
Units Not At-Risk of Conversion					
Villa Pacifica 9635 Base Line Road, 91730	Senior	RDA Set-Aside	2027	158	Not at Risk
Villa Del Norte 9997 Feron Boulevard, 91730	Family	RDA Set-Aside	2051	87	Not at Risk
Heritage Pointe 3590 Malven Avenue, 91730	Senior	RDA Set-Aside	2056	48	Not at Risk
Las Casitas 9775 Main Street, 91730	Family	RDA Set-Aside	2086	14	Not at Risk
Olen Jones Senior Apartments 7125 Amethyst Avenue, 91701	Senior	RDA Set-Aside, HOME, & CTCAC	2092	96	Not at Risk
Rancho Verde Expansion 8837 Grove Avenue, 91730	Family	RDA Set-Aside	2104	40	Not at Risk
Sunset Heights 6230 Haven Avenue, 91737	Family	RDA Set-Aside	2104	116	Not at Risk
Pepperwood Apartments 9055 Foothill Boulevard, 91730	Family	RDA Set-Aside	2105	228	Not at Risk
Rancho Verde Village 8837 Grove Avenue, 91730	Family	RDA Set-Aside	2106	104	Not at Risk
Sycamore Springs Apartments 7127 Archibald Avenue, 91701	Family	RDA Set-Aside	2106	96	Not at Risk
Monterey Village Apartments 10244 Arrow Route, 91730	Family	RDA Set-Aside	2106	110	Not at Risk
Mountainside Apartments 9181 Foothill Boulevard, 91730	Family	RDA Set-Aside	2106	188	Not at Risk
San Sevaine Villas Foothill Boulevard, 91739	Family	RDA Set-Aside & CTCAC	2107	223	Not at Risk
Rancho Workforce Housing Foothill Boulevard, 91730	Family	RDA Set-Aside & CTCAC	2107	131	Not at Risk
Subtotal – Units Not At-Risk:				1,639	
Total Subsidized Multi-Family Units ³				1,904	

1. Heritage Park Apartments previously subsidized 48 units through the County Mortgage Revenue Bond program. This affordability covenant expired on January 1, 2005.
2. The affordability covenant for Parkview Place and Mountain View Apartment terminated on 1/1/2007, Waterbrook Apartments on 1/1/2008, Sycamore Terrace on 1/1/2009, and Evergreen Apartments on 9/1/2010; however, the covenants will be enforced until the bonds securing them are paid.
3. The RDA currently has affordability covenants in place on 77 single-family units through the RDA's First Time Homebuyer program (including 6 acquired using NSP funds) and 48 single family units through the NHDC First-Time Homebuyer program. Combined with the City and County totals above results in 2,029 subsidized units.

Source: Rancho Cucamonga Housing Successor Agency, County of San Bernardino Department of Community Development and Housing (CDH), California Debt Limit Allocation Committee (CDLAC), California Tax Credit Allocation Committee (CTCAC).

Preserving or Replacing Units At-Risk

The following discussion examines the cost of preserving units at-risk and the cost of producing new rental units comparable in size and rent levels as replacement for units which convert to

market rate. The discussion also includes a comparison of the costs of replacement and new production.

Preservation Costs

The cost of preserving units includes purchase costs, any rehabilitation costs, and the costs of on-going maintenance. The age, condition, and maintenance record of housing play a major role in rehabilitation and maintenance costs. The subject units range in age from those that were newly constructed to those that were 20 to 30 years old; all units are well maintained.

The accepted standard for major rehabilitation is 30 years or more. Based upon this standard, and based upon the good condition of the projects, it is unlikely that any major rehabilitation would be required in the next ten years. Thus, rehabilitation costs for the projects are considered negligible. Maintenance costs are likely to be low for all projects given their young age; therefore, building income should cover maintenance costs.

Within the City there are a total of 1,904 subsidized multiple-family housing units. This includes 265 units at-risk of converting to market rate, and 1,639 units not at-risk of conversion. Discussions with the County of San Bernardino CDH indicate that of those units at-risk of conversion to market rate, the subsidy agreements maintaining the affordability on all 265 units at risk have expired; however, the mortgage revenue bonds have not been paid off. Although the subsidy agreements may have expired, the mortgage revenue bonds are still valid and the County of San Bernardino CDH is maintaining the affordability of those units as long as the bonds are valid. To maintain the affordability of those affected units, the property owner would have to renew the mortgage revenue bonds, and pay the County administrative fee for each bond.

Based upon a review of assessed values and comparable sales, the average per unit market value of the existing units is estimated to be \$77,000 per unit. During 1993-1994 program year, the RDA conserved 46 units at-risk with a loan of \$3,750,000, or approximately \$81,522 per conserved unit and assisted the acquisition of 104 restricted, affordable units with a loan of \$4,888,500, or \$47,000 per unit. Most recently, in 2005 the RDA assisted in the acquisition and conservation of 117 units with a loan of \$9,000,000, or \$76,923 per unit; however, total acquisition costs were \$17,556,034 or \$150,051 per unit, supplemented by a private loan. Therefore, in actuality the RDA effectively provided roughly 50 percent of the funding for the conservation or acquisition of restricted, affordable units at an estimated current average cost of \$150,000 per unit. The following table lists the estimated market value of units at-risk for each project with units at-risk prior to 2021.

Table HE-31: Estimated Market Value of Units At-Risk

Project	Restricted Units	Estimated Market Value of At-Risk Units
Parkview Place Apartments*	30	\$4,650,000
Mountain View Apartments*	54	\$8,100,000
Waterbrook Apartments	76	\$11,400,000
Sycamore Terrace Apartments*	26	\$3,900,000
Evergreen Apartments*	79	\$11,850,000
Total	265	\$39,900,000

Source: Rancho Cucamonga Planning Department, * - Projects are located within the RDA Project Area.

Replacement Costs

The cost of developing new housing depends upon a variety of factors including, but not limited to, density, number of bedrooms, location, land costs, and type of construction. In general, land costs in Southern California are quite high. Unit replacement cost provides a range of cost estimates depending on unit size for multi-family rental housing. Based on the range shown, it would cost approximately \$257,892 to construct one new multiple-family housing unit. As an example, in 2008 the RDA entered into a participation agreement for \$27,600,000 for construction of the Rancho Workforce Housing multi-family housing complex at \$166,265 per unit; however, total development costs for this project amount to \$45,663,320, a cost of

\$275,080 per unit.

For the identified 265 units at-risk, new construction would range between \$68.4 million and \$74.7 million total cost to replace all the units at risk of conversion to market rate prior to 2021. The capital required varies from a State or Federal insured mortgage of 5 percent of project value to a conservative private lending requirement of 30 percent of project value. Therefore, in theory, a capital investment of between \$4.03 million and \$24.2 million would be required; at 100 percent funding up to \$74.7 million would be required.

Table HE-32: Unit Replacement Cost

Multi-Family Residential Units	Cost Per Unit (based on residential land)	Cost Per Unit (based on commercial land)
Land Acquisition	\$36,092	\$59,864
Fees/Permits & Studies	\$33,433	\$33,433
Direct Construction Costs	\$151,220	\$151,220
Indirect Construction Costs	\$19,474	\$19,474
Rent –Up/Marketing	\$4,302	\$4,302
Financing Costs	\$13,371	\$13,371
Total Development Cost	\$257,892	\$281,664

NOTES: Land cost is estimated at \$11.60 per square foot to acquire a 5 acre residentially zoned site and \$19.24 to acquire a commercially zoned site. The project provides 70 units (at 14 du/ac) and 1,000 square feet per unit.

Source: Rancho Cucamonga Planning Department.

Preservation vs. Replacement

Preservation of units at-risk is more effective than new construction. The preservation of existing units is estimated to cost approximately \$150,000 per unit as the construction of new residential units is estimated to be approximately \$257,892 per unit. At these rates, 1.7 units could be preserved for the development of each new unit. Overall, the RDA has participated in the conservation of 670 affordable units, citywide.

Table HE-33: Affordable Units

Project	Total Units	Conserved Units
Sycamore Springs	240	96
Mountainside Apartments	384	192
Monterey Village Apartments	224	112
Rancho Verde Apartments	288	144
Heritage Pointe Senior Apartments	49	49
Woodhaven Apartments	117	117
Total	1,302	710

Source: Rancho Cucamonga Planning Department.

Other factors also make the preservation of units at-risk preferable to new development. Consistent with the General Plan, the existing units are scattered throughout market rate housing available in the community. Existing units have been accepted in the neighborhoods where they exist; City policy directs that affordable housing be dispersed throughout the City so affordable units are not concentrated in any one area. Because the 265 units at-risk are already integrated into the community, preservation is preferred over replacement.

Available Resources

Resources for preserving or replacing units at-risk include public and private agencies. Funding sources are the primary resource for conservation and are summarized below:

- Owner refinancing as allowed under terms of the County's bond program;
- Owner refinancing under a City bond program;
- Sale to non-profit entities with the interest and ability to purchase and/or manage affordable housing units; and

- Sale to public entities with the interest and ability to purchase and/or manage affordable housing units.

Previous RDA resources available for the preservation or replacement of units at-risk also included:

- RDA funding to purchase, or assist in purchase of existing units, or to develop replacement units; and
- RDA investment in projects that have affordable units in exchange for preservation of affordability restrictions.

County of San Bernardino Bond Program

On a case-by-case basis, the County of San Bernardino bond programs have structured their regulatory agreement to permit refinancing with an extension of the term of affordability for the conservation of affordable housing. Current low interest rates make refinancing a viable option; where this option exists, it should be encouraged.

City Bond Program

When the City reached a population of 50,000 it exercised its option to directly receive State and Federal grants, including CDBG funding. By becoming an "entitlement city," Rancho Cucamonga became ineligible to participate in the County's multiple-family bond program for the development of affordable housing. However, the City gained the right to institute a local bond-financing program. Bond programs can be instituted on a project-by-project basis. This option is typically used as a leveraging strategy in conjunction with private financing. It is contingent upon the availability of State and Federal funds.

Private Non-Profit Agencies

Two non-profit agencies are working with the RDA to construct, purchase, and/or manage low income housing units. Other nonprofit agencies are expected to express interest and work with the City on affordable housing development.

National Community Renaissance (National CORE) (previously Southern California Housing Development Corporation): This organization was incorporated in 1992 for the purpose of acquiring, constructing, maintaining, and managing housing units for low-income households. Their office is located at 9065 Haven Avenue, Suite 100, Rancho Cucamonga, CA 91730.

National CORE, with assistance from the RDA, acquired 6 apartment complexes with a total of 1,302 total units and 710 held as affordable. The complexes include: Sycamore Springs Apartments (96 of 240 units), Mountainside Apartments (192 of 384 units), Monterey Village Apartments (112 of 224 units), and Rancho Verde Village Apartments (144 of 288 units), Heritage Pointe Senior Apartments (49 of 49 units), and Woodhaven Apartments (117 of 117 units). The RDA has committed \$1.8 million a year for 30 years to National CORE for the acquisition of affordable housing. National CORE, with funding commitments from the RDA, is also working in partnership with the NHDC.

Northtown Housing Development Corporation (NHDC): The RDA assisted members of the Northtown neighborhood with the formation of a 501(c)(3) non-profit in 1993. The purpose of the organization is to establish, maintain, and operate housing units for low-income households in the Northtown Neighborhood of Rancho Cucamonga. Their office is located at 8599 Haven Avenue, Suite 205, Rancho Cucamonga, CA 91730.

In 1994 the NHDC developed Villa del Norte, an 88-unit family apartment complex located at 9901 Feron Boulevard. In 2004 the NHDC developed the Olen Jones Senior Apartment Community, a 96-unit low income senior apartment complex located at 7125 Amethyst Avenue. In 2008 the NHDC developed the San Sevaive Villas, a 225-unit (100 percent affordable) multi-family housing complex located at the southwest corner of Foothill Boulevard and East Avenue.

Workforce Homebuilders: This organization incorporated in 2005, with the purpose of establishing, maintaining, and operating housing units for lower-income households. Their office is located at 8300 Utica Avenue, Suite 173, Rancho Cucamonga, CA 91730.

In February 2008 Workforce Homebuilders, in a joint venture with National CORE, obtained

entitlements for the Rancho Workforce Housing multi-family housing complex, a 166-unit (80 percent affordable), located at the northwest corner of Foothill Boulevard and Center Avenue.

LINC Housing: Since 1984, LINC Housing has had a hand in building more than 6,000 affordable homes throughout California. LINC provides housing for people underserved by the marketplace. Their office is located at 110 Pine Avenue, Suite 500, Long Beach, CA 90802. LINC worked with the City to acquire and rehabilitate the 228-unit Pepperwood Apartments located at 9055 Foothill Boulevard.

Public Agencies

Due both to the high cost of purchasing and developing housing and the limitations on use of funds, financing for preserving, replacing, and/or maintaining units at-risk will have to include multiple sources. The following funding sources have been identified for use in purchasing the units at-risk in Rancho Cucamonga. It should be noted that new funding sources will become available over time and that the following discussion does not represent an exhaustive inventory of funding sources.

County of San Bernardino Department of Community Development and Housing (CDH): Because the City elected to become an "entitlement city," County sponsored bond funding is not available to development projects within the City.

Housing Authority of the County of San Bernardino (HACSB): The HACSB serves as the local Housing Authority and currently operates over 5,000 Section 8 housing units and has developed, or is in the process of developing, approximately 151 affordable units. HACSB currently owns 16 single-family homes within the City and rents them to qualified households at affordable rents.

State Department of Housing and Community Development (HCD): HCD's Multifamily Housing Program (MHP) provides loans for the rehabilitation and new construction of affordable multi-family rental housing, and the preservation of existing subsidized housing that may otherwise convert to market rate.

U.S. Department of Housing and Urban Development (HUD): Subject to annual appropriations, HUD provides financial incentives necessary for acquisition of federally subsidized, at-risk projects by non-profit organizations, tenants, and local governments.

HUD incentives include the following:

- Project-based Section 8 contracts, for example, providing subsidy for rents set at levels high enough to provide an 8 percent return to owners who retain the project.
- Grants to non-profit buyers that would fill any gap between fair market rent or local market rent (whichever is higher) and allowable rents.
- Mortgage insurance both for equity take-out loans and acquisition loans. Insured equity take-out loans are limited to 70 percent of equity, while acquisition loans are available at 95 percent of equity.

Community Development Block Grant (CDBG): Through the CDBG program, HUD provides grants and loans to local governments for funding a wide range of community development activities. CDBG resources are limited. Available funds are committed to neighborhood preservation and rehabilitation of existing single-family housing stock for low-income homeowners. The City's CDBG allocation for fiscal year 2012-2013 is \$804,436, which is a 27.08 percent reduction over the past two program years (and additional reductions are anticipated for the 2013 program year). In 2012, the City committed approximately 59.6 percent (\$480,056) to existing owner-occupied rehabilitation programs. The remaining funds were programmed for capital improvements that benefit lower income persons, public services benefiting low- and moderate-income persons, and administrative costs. CDBG funds are not available, or directly applicable, at this time for the conservation of units at-risk.

Quantified Objectives

The goal of the City is to conserve all restricted, affordable units at-risk of conversion to market

rate. Consistent with the City's goal, the objective of this study is the conservation of all 265 units at-risk of converting to market rate.

Regional Housing Needs

Previous sections of this Housing Element discuss existing housing needs of residents, including special housing needs. This section analyzes the need for housing production to accommodate the projected growth of both population and housing within Rancho Cucamonga.

Regional Housing Needs Assessment

Every eight years, California law requires cities to plan to accommodate population and employment growth in their community through the implementation of responsive housing policies and programs. To assist in that effort HCD provides each regional Council of Governments (COGs) its share of the statewide housing need. In turn, all COGs, including the Southern California Association of Governments (SCAG), are required to determine the portion allocated to each jurisdiction in their region; this allocation process is referred to as the Regional Housing Needs Assessment (RHNA). All local governments, including Rancho Cucamonga, are required to set aside sufficient land, adopt programs, and provide funding (to the extent feasible), to facilitate and encourage housing production commensurate with that housing need.

The RHNA established a total housing construction need for the City, which is comprised of three factors, including the number of housing units needed to accommodate future population and employment growth, an allowance for the replacement of any housing units demolished and normal vacancy rates, and establishing a fair share allocation by different affordability levels.

Population and Employment Growth

In 2012, SCAG adopted their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which included a regional growth forecast, which is utilized to plan for transportation improvements throughout the planning area based on projected growth patterns. Rancho Cucamonga's housing need is based on SCAG's regional growth forecast adopted in the RTP/SCS. The household growth component is determined by calculating the expected population growth that will occur in Rancho Cucamonga from 2013 to 2021 and factoring in the expected employment growth that will occur within the region.

The majority of the population growth will occur as a result of housing development projects occurring in the Etiwanda and Etiwanda North areas, as well as infill within existing residential neighborhoods. Job growth is an important factor because it can place an additional demand for new housing. SCAG projects that Rancho Cucamonga's job base will increase by approximately 34,000 jobs over the next 20 years.

Vacancy and Demolition

The RHNA goal for new construction within Rancho Cucamonga incorporates additional units to accommodate two factors in the housing market: housing vacancy and housing demolition. This "fair share" allocation concept seeks to ensure that each jurisdiction accepts responsibility for housing needs, not only for its resident population, but also for the jurisdiction's projected share of regional housing growth across all income categories. Regional growth needs are defined as the number of units that would have to be added in each jurisdiction to accommodate the forecasted number of households, as well as the number of units that would have to be added to compensate for any anticipated housing demolition or changes in the vacancy rate to achieve an "ideal" vacancy rate for the City.

The vacancy factor is important as the housing market needs to have a certain number of vacant units to allow for sufficient choices. This helps maintain rents and prices at adequate rates, as too low of a vacancy rate encourages spikes in prices, and also encourages property owners to maintain and repair their property, helping provide stability to housing prices.

The RHNA goal also adjusts the construction need goal based on a need to replace units lost

from residential use. This can include housing units lost through demolition, changes to other nonresidential land uses, loss through fire, or other natural causes. SCAG adjusts the City's housing production goals by a standard replacement factor which is based on the historical rate of units lost to demolition in each community.

RHNA Fair Share

The RHNA allocates to cities and counties within the SCAG region their "fair share" of the regions' projected housing need by household income group for the planning period. Rancho Cucamonga's construction need represents the total construction need to accommodate the expected increases in population and employment growth. For this Housing Element update, Rancho Cucamonga is allocated a RHNA of 848 housing units. The City must ensure the availability of residential sites at adequate densities and appropriate development standards to accommodate the housing units shown in the following table.

**Table HE-34: Regional Housing Needs Allocation (RHNA),
1/1/2014 to 10/1/2021**

Household Income Levels	Definition (Percent of AMI) ¹	RHNA	Units Built or Approved Remaining Need
Very Low Income ²	Less than 50%	209	24.5%
Low-Income	51 to 80%	141	17.1%
Moderate-Income	81% to 120%	158	18.7%
Above Moderate Income	Over 120%	340	39.8%
Total		848	100.0%

1. AMI – Area Median Income for the Riverside-San Bernardino-Ontario MSA
2. Pursuant to AB 2634, cities must project the number of extremely low income households (0-30% AMI) or assume 50 percent of the very low income allocation. As shown in Table 13, extremely low income households constitute 46.9 percent of the very low income group. Therefore, the City's RHNA of 209 very low income units can be split between 98 (46.9%) extremely low and 111 very low income units.

Source: SCAG.

Housing Constraints

The issue of housing constraints refers to land use regulations, housing policies and programs, zoning designations, and other factors that may influence the price and availability of housing opportunities in Rancho Cucamonga. These housing constraints may increase the cost of housing, or may render residential construction economically infeasible for developers. Additionally, constraints to housing production significantly impact lower income households and those with special needs.

Governmental Constraints

California Government Code §65583(a)(5) requires "[a]n analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all incomes levels, ... including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures."

Land Use Policies

The General Plan Land Use element establishes the allowable land uses in Rancho Cucamonga; these land use categories are then implemented through development standards contained in the Development Code. Land use categories are provided to guide the development, intensity, or density of allowable development, and the permitted uses of land. The General Plan sets forth six primary residential land use categories and one mixed use residential-commercial land use category.

The Development Code implements the General Plan by establishing specific criteria for land development within each land use designation. These development criteria include, among others, building set back, height, parking, and land uses for each land use designation.

Table HE-35: General Plan Designations and Development Code Districts

General Plan Land Use Designation	Development Code Land Use District	Density ¹ (Dwelling Units per Acre ²)	Allowable Residential Uses
Very Low	VL	0.1 to 2 du/ac	Accommodates very low density single-family detached homes, with a minimum lot size of 20,000 square feet.
Low	L	2 to 4 du/ac	Accommodates low density single-family detached homes, with a minimum lot size of 7,200 square feet
Low Medium	LM	4 to 8 du/ac	Accommodates low-medium density single-family detached homes, single-family attached homes, or multiple-family uses (i.e., apartments, townhomes, and condominiums).
Medium	M	8 to 14 du/ac	Accommodates medium density multiple-family uses (i.e., apartments, townhomes, and condominiums).
Medium High	MH	14 to 24 du/ac	Accommodates medium high density multiple-family uses (i.e., apartments, townhomes, and condominiums).
High	H	24 to 30 du/ac	Accommodates high density multiple-family uses (i.e., apartments, townhomes, and condominiums).
Mixed Use	MU	4 to 30 du/ac	Accommodates a mix of residential and non-residential uses, with development regulations that ensure compatibility with nearby lower density residential development, as well as internal compatibility among varying uses.

1. The overall density of each development proposal must by itself fall within the applicable density range – a development that falls below the minimum density cannot be offset by another development that exceeds the maximum density.
2. Excluding land necessary for secondary and arterial streets.

Source: Rancho Cucamonga Planning Department.

Housing Policies

The following analysis of land use controls includes a discussion of residential land use categories, performance standard criteria, environmental assessment requirements, design criteria, specific plan designations, development standards, and annexation potential. The City's land use controls establish conditions necessary to achieve the health, safety and general welfare of its residents, and provide for maintenance and development for housing available to all income levels.

Residential Land Use Categories

The General Plan Land Use element designates particular areas within the City for residential development. In identifying areas suitable for residential development the General Plan establishes six residential density categories and one mixed use residential-commercial land use category that are "intended to maximize public safety, achieve high quality site planning and design, retain significant natural resources, and ensure compatibility between uses." These residential densities permit both single-family and multiple-family housing development.

Table HE-36: Permitted Housing Types by Land Use District

Housing Type	Very Low	Low	Low-Medium	Medium	Medium-High	High	Mixed Use
Single-Family Detached	P ¹	P	P	P	NP	NP	P ²
Single-Family Attached (2 to 4 plex)	NP ¹	NP	P	P	P	P	P
Multiple-Family Dwellings	NP	NP	P ²	P	P	P	P
Second Dwelling Unit	P	P	P	NP	NP	NP	NP
Mobile Home Units	NP	P	P	P	P	P	P
Mobile Home Parks	C ¹	C	C	C	C	C	C

1. P = Designates a use permitted by right / C = Designates a conditionally permitted use / NP = Designates a prohibited use.
2. Permitted in conjunction with optional development standards.

Source: *Rancho Cucamonga General Plan and Rancho Cucamonga Development Code.*

Conventional Housing

The City of Rancho Cucamonga allows conventional single- and multiple-family housing in a wide variety of residential zones. Single-family housing is permitted in four residential zones and provides a density range of 0.1 to 14 dwelling units per gross acre; the density range for single-family attached and multiple-family dwellings is 4 to 30 dwelling units per acre.

The General Plan also allows residential development in two of its open space categories: Hillside Residential and Open Space. After environmental impacts are determined and mitigated, the Hillside Residential designation permits up to 2 dwelling units per acre. The Open Space designation identifies areas where land is to remain essentially open, but up to 1 dwelling unit per 10 acres is permitted. The remaining open space categories are designated as Flood Control/Utility corridor and Conservation, and no residential development is permitted under these designations.

Requirements for residential development are contained in the Development Code, two Community Plans (Terra Vista and Victoria), and three Specific Plans (Etiwanda, Etiwanda North, and Rancho Etiwanda). A third Community Plan (Caryn) was incorporated into the Development Code along with a commercial and industrial specific plan. Residential zoning categories and densities throughout are consistent with the City's General Plan. The basic development standards contained in these plans are generally consistent; however, they have been tailored to meet the specific needs identified within each of the community planning areas.

Mixed-Use Housing

Mixed use residential development is permitted within the Mixed Use District. A mixed use development means an area of development that contains both residential and commercial (i.e., retail and office) land uses and is typically located along major boulevards (e.g., Foothill Boulevard and Haven Avenue). Mixed use developments are often utilized as a buffer between more intense and less intense land uses. A mixed use development can include multi-story buildings where the first floor is dedicated to commercial land uses and the upper stories contain residential uses; however, mixed use development can also include parcels where commercial developments are located along the major street and residential uses are located behind or adjacent to the commercial use.

In 2012, the City's Development Code was updated to include "Development Standards for Mixed Use Zoning Districts", which provides density ranges for 13 Mixed Use locations, consistent with the General Plan. However, because the Mixed Use sites are intended to be unique urban places, the Development Code does not establish traditional development standards, other than establishing density. So rather than establish setbacks, height limits, building separations, the City will require Design Review applications for all development within these Mixed Use sites and their development and design merits will be evaluated on a case-by-case basis as part of the Design Review process. General development standards (e.g., parking, signs, landscaping, lighting, etc.) will apply to all Mixed Use sites.

Second Dwelling Units

Second dwelling units can provide an important source of affordable housing for persons and

families of low and moderate income. In 2003 Rancho Cucamonga adopted code requirements relative to second dwelling units identifying that these units are permitted subject to certain design and development standards. To assist in informing the public of these standards, the City prepared a public information handout identifying the purpose, permitted zone, and applicable development standards relative to the placement these units.

Rancho Cucamonga permits second units on lots zoned for single-family uses and all second units must meet the general standards of the zoning district for the lot, including density, setback, design, architectural style (i.e., materials, colors, roofing, scale, surface treatment, and architectural details) of the primary residence, and must meet current building codes. A second unit is approved ministerially as a by-right use provided the following criteria are met: the lot contains an existing single-family residence, the unit may be constructed as an accessory building or attached to the primary residence, and is not for sale but for rental purposes only or by use of an immediate family member. A second unit may be established on lots that are a minimum of 10,000 square feet; the unit shall not exceed 640 square feet if the lot is less than 20,000 square feet and 950 square feet if the lot is greater than 20,000 square feet. Additionally, the second unit is limited to one story, shall have its own entrance separate from the primary residence, and shall provide one enclosed parking space per unit.

Since the adoption of these second unit provisions, the City has had several inquiries regarding second units, but only 1 second unit has been built during the past three years.

Mobile Home Parks and Manufactured Housing

The City permits mobile home units in all residential districts, except the Very Low Residential District, subject to the same property development standards and permitting process as a single-family detached home. The Rancho Cucamonga Development Code broadly defines mobile homes to include "a moveable or transportable vehicle, other than a motor vehicle, having no permanent foundation other than jacks, piers, wheels, or skirting, designed as a permanent structure intended for occupancy and designed for subsequent or repeated relocation." The placement of a mobile home unit includes the following criteria: the unit must be placed on a permanent foundation, the unit must be certified under the National Mobile Home Construction and Safety Act of 1974, and the placement is subject to Design Review Committee review to determine 1) the design of the unit is similar in character and appearance to other buildings in the area and 2) all development standards (i.e., setback, height, lot coverage) of the base district apply.

Mobile home parks are permitted in all residential districts subject to the approval of a Conditional Use Permit, and the placement of those units must meet all development standards of the base district. These standards will allow for the efficient use of the lot to accommodate the maximum number of mobile home units while providing sufficient room for amenities such as open space and utilities.

California Government Code §65852.3 generally states that a city shall allow the installation of manufactured homes certified under the National Manufactured Housing Construction and Safety Standards Act of 1974 on all lots zoned for single-family residential dwellings. Essentially, a city may not require an administrative permit, planning or development process, or other discretionary requirement that is not imposed on a conventional single-family dwelling. Because the Rancho Cucamonga Development Code does not define a manufactured home, but does define a mobile home, manufactured housing could inadvertently be placed into the wrong category inconsistent with State law. This creates the potential for confusion as to whether certain uses can or cannot be permitted, whether design regulations can be required, and creates a constraint to the provision of such housing. The 2012 Development Code Update defined and distinguished manufactured housing from mobile homes, set forth appropriate architectural guidelines, and defined the process for approving or disapproving the installation of manufactured housing.

Residential Care Facilities

California law states that disabled persons, children, and adults who require supervised care are entitled to live in normal residential settings and preempts cities from imposing many

regulations on community care facilities. California Health and Safety Code §1500, *Et seq.*, establishes that group homes serving six or fewer persons be: 1) treated the same as any other residential use, 2) allowed by right in all residential zones, and 3) be subject to the same development standards, fees, taxes, and permit procedures as those imposed on the same type of housing in the same zone.

Rancho Cucamonga allows State-licensed residential care facilities serving six or fewer persons by right in all residential zones. In compliance with State law, these facilities are treated like any other residential use in the same single-family or multiple-family residential zones. The City also permits residential care facilities serving seven or more residents in the Medium, Medium High, and High residential districts subject to the approval of a Conditional Use Permit. The Development Code provides a clear definition of residential care facility, but does not distinguish between a board and care home, sober living facility, or housing for homeless people, nor does it provide guidance regarding how to permit or regulate these facilities in a manner compatible with residential neighborhoods. As a result, some facilities could be unduly denied permission to locate in Rancho Cucamonga while others could be allowed by right, even in cases where the City actually has the authority to impose reasonable regulations.

The 2012 Development Code Update defined residential care facilities consistent with State law and specified the permitting processes required for these uses under State law. This ensures that licensed facilities are appropriately permitted in a manner consistent with the Government Code and fair housing law.

The Housing Element could also specify an additional program for facilities not licensed or regulated by the State of California or those in which the City can exercise greater discretionary authority. These include board and care/rooming facilities, parolee homes, transitional housing, and other such uses. This type of program will clearly specify the zoning and permitting requirements for such uses and ensure that the City can exercise appropriate regulatory oversight within the parameters of fair housing law.

Emergency Shelters

Emergency shelters are the first step in a continuum of care and provide shelter to families and/or individuals on a limited short-term basis. The Development Code defines emergency shelters as "*short-term accommodations on a first-come, first serve basis, with no guaranteed bed for a subsequent night.*"

Senate Bill 2 (SB 2), codified at Government Code §65583, was enacted by the State Legislature in 2007 to address the States growing problem of homelessness. SB 2 requires local governments to identify one or more zoning categories that allow emergency shelters without a Conditional Use Permit or other discretionary permit. Cities may apply limited conditions to the approval of ministerial permits for emergency shelters, however, the identified zone must have sufficient capacity to accommodate the shelter need, and at a minimum provide capacity for at least one year-round shelter. Permit processing, development, and management standards for emergency shelters must be objective and facilitate the development of, or conversion to, such use. As previously discussed in the Housing Needs Assessment, Rancho Cucamonga has an estimated 122 homeless people, based on a homeless count conducted by the San Bernardino County Homeless Census and Survey. This count includes 48 individuals, 14 people in families, and 60 people in cars/RV's/vans; the sheltered count included only the 14 people in families.

Rancho Cucamonga previously permitted emergency shelters in the General Commercial District and General Industrial district, subject to the approval of a Conditional Use Permit, but not within any residential districts. In 2013, the City revised its Development Code to establish emergency shelters as a permitted land use within the General Commercial (GC) District without discretionary action; however, even with these provisions there are no emergency shelters located within the City. The City will amend the Development Code within one year of adoption of the Housing Element, or at the time of application submittal, whichever occurs first, to specifically establish procedures and development standards (i.e., maximum number of beds, provisions for onsite management, length of stay, off-street parking based on

demonstrated need, proximity of other shelters, and security) to facilitate the creation of emergency shelters.

Properties in the GC District are generally located throughout the City and include locations at the intersections of Base Line Road and Amethyst Avenue, Haven Avenue and Foothill Boulevard, Arrow Route between Hermosa Avenue and Archibald Avenue, Grove Avenue between Arrow Route and 9th Street, and Beech Avenue at the I-15 Freeway. The GC District does not permit residential land uses, but does permit, either by right or subject to a Conditional Use Permit, a wide variety of commercial, professional services (medical and dental), hospitals, and transportation facilities. These uses are compatible with emergency shelter land uses and provide necessary supportive services for the homeless population, particularly those with special medical and health care needs.

The GC District is characterized by a mix of small (less than 1 acre), medium (1 to 5 acres), and large (over 5 acres) sized parcels. The GC District contains 470 acres, 330 of which are developed with a variety of commercial developments, and some properties are underutilized and suitable for renovation/conversion to an emergency shelter. The GC District includes 140 acres of vacant land on 96 parcels, with an average parcel size of 63,565 square feet (this includes 77 parcels under 1 acre, 12 parcels between 1 to 5 acres, and 7 parcels in excess of 5 acres). This broad variety of parcel sizes and land use intensities provides excellent flexibility and therefore numerous options to parties interested in operating emergency shelters. The City has an identified unsheltered homeless population of 108 persons (122 total homeless minus 14 sheltered equals 108 unsheltered). The GC District has adequate capacity to accommodate this homeless population either in one large shelter or several small shelters.

Transitional Housing

Transitional housing facilities are designed to accommodate homeless individuals and families for a longer stay than in emergency shelters, as the residents stabilize their lives. California Health and Safety Code §50675.2 defines "transitional housing" and "transitional housing development" as buildings configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months. Residents of transitional housing are usually connected to supportive services designed to assist the homeless in achieving greater economic independence and a permanent and stable living situation. Transitional housing may take several forms, including group quarters, single-family homes, and multi-family housing, and typically offers case management and supportive services to help return people to independent living.

Previously, the Development Code defined transitional housing as uses that allow for an extended stay (longer than an immediate need for housing) and provide support services for the occupants (i.e., medical aid, employment, and housing counseling), but does not permit the establishment of transitional housing uses within the City. In 2012, the City amended its Development Code to define transitional housing consistent with the California Health and Safety Code and to permit transitional housing facilities by right in all residential districts and only subject to those restrictions that apply to other residential dwellings of the same type in the same district.

Supportive Housing

Supportive housing is affordable housing with onsite or offsite services that help a person or family with multiple barriers to employment and housing stability. Supportive housing is a link between housing providers and social services for the homeless, people with disabilities, and a variety of other special needs populations. California Health and Safety Code §50675.14 defines "supportive housing" as housing with no limit on length of stay, that is occupied by the target population (i.e., persons with low incomes having one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health conditions, or individuals eligible for services provided under the Lanterman Developmental Disabilities Services Act), and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to

live and, when possible, work in the community.

The 2012 Development Code Update included updates to address supportive housing. Similar to transitional housing, supportive housing can take several forms, including group quarters, single-family homes, and multi-family housing complexes. The Development Code was amended to permit supportive housing facilities by right in all residential districts and only subject to those restrictions that apply to other residential dwellings of the same type in the same district.

Single-Room Occupancy

Single-Room Occupancy (SRO) units provide affordable housing opportunities for certain segments of the community such as, seniors, students, and single workers and are intended for occupancy by a single individual. They are distinct from a studio apartment or efficiency unit, in that a studio apartment is a one-room unit that must contain a kitchen and bathroom. To address this potential housing need the City amended the Development Code in 2012 to facilitate the provision of SRO units consistent with SB 2. SRO units are permitted in the Medium (M) Residential District, Medium-High (MH) Residential District, High (H) Residential District, and Mixed-Use (MU) Districts. Conditions of approval for SRO units will relate to the performance characteristics of a proposed facility, such as parking, security, management, availability of public transportation, and access to commercial land uses.

Development Standards

Performance Standard Criteria

The Development Code, as well as any applicable specific plans, utilizes a performance standard of development through a use of density ranges. The density achieved is based on an analysis of environmental constraints and design criteria (i.e., setback, lot coverage, parking, and landscaping).

Environmental Assessment Requirements

An environmental assessment is required for each development project. The site-specific assessment is tiered from the Master Environmental Assessment (MEA) that was prepared for the 2000 update of the General Plan. (A new environmental assessment is being prepared for the 2010 update of the General Plan. Any new information that becomes available prior to certification of the new environmental assessment will be considered in the drafting of this Housing Element). For instance, the City's Hillside Development Regulations were enacted to address grading and design issues on parcels with slope issues. In most instances, these instruments clearly set the environmental constraints on the site, including the potential maximum density, and serve to expedite development. Where additional site-specific information is needed, special studies are requested.

Design Criteria

Design criteria are established under the Basic and Optional Development Standards. A subdivision designed to meet the City's Basic Development Standards will be permitted to develop at densities that are at the lower end of the density range appropriate to the zone, but within the limits of the Basic Development Standards. In order to qualify for the Optional Development Standards, a developer may provide such features as a larger percentage of open space, more than the minimum requirement for landscaping, and more than the minimum requirement for recreational facilities. Such projects will be allowed to develop at the higher end of the density range appropriate to the zone. Further, under the Optional Standards, many of the basic development requirements such as setbacks and lot coverage may be reduced to accommodate projects at higher densities.

Specific Plan Designations

Standards for the Terra Vista and Victoria planned communities are more innovative than those contained in the Development Code. For example, cluster development is automatically assumed in the higher density categories, but in the planned communities it is also allowed in the Low-Medium and Medium residential categories. Both plans were designed to allow flexibility in trading densities among different areas within each plan without requiring a General

Plan Amendment, as long as the maximum density permitted by the plan is not exceeded. Both plans permit each residential land use designation to be stepped up or down one category, except for the Medium residential category that allows two steps up, to either the Medium-High or High density range.

The Etiwanda Specific Plan (ESP) and Etiwanda North Specific Plan (ENSP) are designed to reflect the unique community character within each of these planning areas. The ENSP primarily serves as a pre-zone for the City's Sphere-of-Influence.

Rural character is a dominant feature of the historic Etiwanda community. Although low-density housing is encouraged, zoning includes areas for all income levels. The rugged, natural open character of the Etiwanda North area provides constraints to development. Safety hazards and the high cost of extending infrastructure to the area make it most suitable for lower density single-family housing. No multi-family housing is proposed for the Etiwanda North area.

Residential Development Standards

There have been no significant changes in residential standards since the 1983 adoption of the Rancho Cucamonga Development Code; minor changes have brought the Development Code into compliance with changes in State legislation. Prior to completion of the 1989 update of the Housing Element, Hillside Development Regulations were adopted to codify long-standing hillside development polices. The Basic Development Standards (Development Code Table 17.36.010-1) and Optional Development Standards (Development Code Table 17.36.010-2) are provided in the following tables.

Table HE-37: Basic Development Standards

Development Standard/ Zoning District	VL	L	LM	M	MH	H
Lot Area (minimum)	20,000 sf	7,200 sf	5,000 sf	3 ac ⁽¹⁾	3 ac ⁽¹⁾	3 ac ⁽¹⁾
Lot Area (minimum net avg)	22,500 sf	8,000 sf	5,000 sf	3 ac ⁽¹⁾	3 ac ⁽¹⁾	3 ac ⁽¹⁾
Lot Width (minimum)	90 ft ⁽²⁾	65 ft ⁽²⁾	50 ft ⁽²⁾	n/a	n/a	n/a
Lot width (corner lot)	100 ft	70 ft	50 ft	n/a	n/a	n/a
Lot Depth (minimum)	200 ft	100 ft	90 ft	n/a	n/a	n/a
Minimum Frontage	50 ft	40 ft	30 ft	100 ft	100 ft	100 ft
Minimum Frontage (flag lot)	30 ft	20 ft	20 ft	50 ft	50 ft	50 ft
Allowed Density (dwelling units per acre)						
Minimum Density ⁽³⁾	n/a	n/a	4 du/ac	8 du/ac	14 du/ac	24 du/ac
Maximum Density	2 du/ac	4 du/ac	8 du/ac ⁽⁴⁾	14 du/ac ⁽⁴⁾	24 du/ac	30 du/ac
Minimum Setback						
Front Yard ⁽⁵⁾	42 ft ⁽⁶⁾	37 ft ⁽⁶⁾	32 ft ⁽⁶⁾	37 ft ⁽⁶⁾	n/a	n/a
Corner Side Yard ⁽⁵⁾	27 ft	27 ft	22 ft	27 ft	n/a	n/a
Interior Side Yard ⁽⁵⁾	10/15 ft	5/10 ft	5/10 ft	10 ft ⁽⁷⁾	n/a	n/a
Rear Yard ⁽⁵⁾	60 ft	20 ft	15 ft	10 ft ⁽⁷⁾	n/a	n/a
At Interior Site Boundary (DU/Acc.)			NR ⁽⁸⁾	15/5 ft ⁽⁷⁾	15/5 ft ⁽⁷⁾	15/5 ft ⁽⁷⁾
Building Height (Maximum in height) ⁽⁹⁾						
Primary Buildings	35 ft	35 ft	35 ft	35 ft ⁽¹⁰⁾	40 ft ⁽¹⁰⁾	55 ft ⁽¹⁰⁾
Lot Coverage (maximum lot coverage with buildings as a percentage of the parcel or project)						
Lot Coverage	25%	40%	50%	50%	50%	50%
Open Space Requirement (minimum percentage of open space per parcel or project)						
Private Open Space (Ground Floor/Upper Story)			300/150 sf	225/150 sf	150/100 sf	150/100 sf
Open Space (Private and Common)	65%	60%	40%	35%	35%	35%
Minimum Patio/Porch Depth	6 ft ⁽¹¹⁾	6 ft ⁽¹¹⁾	6 ft ⁽¹¹⁾	6 ft ⁽¹¹⁾	6 ft ⁽¹¹⁾	6 ft ⁽¹¹⁾
Minimum Dwelling Unit Size ⁽¹²⁾						
Single-Family (attached and detached)	1,000 sf					
Multi-Family ⁽¹³⁾	550 sf					
Efficiency/Studio	650 sf					
One Bedroom	800 sf					
Three or More Bedrooms	950 sf					
Distance Between Building/Structure Fronts ^{(8) (14)} (minimum)						
Between buildings with no patio or recessed patio	--	--	30 ft	30 ft	30 ft	30 ft
Between patio fence/wall less than 5 feet in height	--	--	15 ft	15 ft	15 ft	15 ft
Between patio fence/wall more than 5 feet in height	--	--	20 ft	20 ft	20 ft	20 ft
Between balconies above patio fence/wall more than 5 feet in height	--	--	20 ft	20 ft	20 ft	20 ft
Between a patio fence/wall and a building wall	--	--	20 ft	20 ft	20 ft	20 ft
With common patio fence/wall	--	--	30 ft	30 ft	30 ft	30 ft
Other Miscellaneous Building Setback Requirements ⁽⁸⁾ (minimum)						
Building to one-story detached garage/carport or other accessory structure			6 ft/15 ft	15 ft	15 ft	15 ft
Building to wall or curb at project entry			20 ft	20 ft	20 ft	20 ft

Table Notes:

- (1) On existing lots of record, parcels less than 3 acres or less than the required minimum frontage may only be developed at the lowest end of the permitted density range.
 - (2) Average width, which shall vary accordingly:
VL - +/- 10 feet
L & LM - +/- 5 feet
 - (3) Excluding land necessary for secondary streets and arterials and in hillside areas shall be dependent on the slope capacity factor contained in Chapter 17.52 (Hillside Development Standards).
 - (4) Developing multi-family in the LM District and single-family in the M District at the maximum density requires compliance with Standards for Higher Residential Densities as outlined in Subsection 17.36.020.D.
 - (5) Setbacks are measured between the structure and curb face in front yards and corner side yards. Setbacks are measured between the structure and property line in rear yards and interior side yards.
 - (6) Front yard setbacks in new residential developments may be reduced by up to 5 feet to allow for variation in structural setbacks along the street.
 - (7) Add 10 feet if adjacent to VL, L, or LM District.
 - (8) Applies to buildings two stories and taller in height. Add 10 more feet for each story over two stories.
 - (9) In hillside areas, heights shall be limited to 30 feet.
 - (10) Limit one story within 100 feet of VL or L District for multiple-family dwellings.
 - (11) Free and clear of obstructions.
 - (12) Senior citizen projects are exempted from this requirement.
 - (13) To assure that smaller units are not concentrated in any one area or project, the following percentage limitations of the total number of units shall apply: 10% for efficiency/studio and 35% for one bedroom or up to 35% combined. Subject to a Conditional Use Permit, the Planning Commission may authorize a greater ratio of efficiency or one-bedroom units when a development exhibits innovative design qualities and a balanced mix of unit sizes and types.
 - (14) "Front" is defined as the face of the building or unit with the major glass area and/or major recreation area and may include access to that private recreation area. This access may or may not relate to the primary entrance to the building that faces the street or drive; therefore, some buildings may have more than one front.
- Source: Based on RCMC Table 17.36.010-1 – (Basic) Development Standard for Residential Zoning Districts.

Table HE-38: Optional Development Standards

Optional Development Standards/ Zoning District	VL	L	LM	M
Minimum Site Area (Gross)	5 ac	5 ac	5 ac	5 ac
Dwelling Units per Acre	Up to 8	Up to 14	Up to 24	Up to 30
Minimum Dwelling Unit Size Single Family and Multi-Family	See Table 17.36.010-1			
Public Street Setback	42 Avg. Vary +/-5	42 Avg. Vary +/-5	42 Avg. Vary +/-5	47 Avg. Vary +/-5
Private Street or Driveway Setback	15 Avg. Vary +/-5	5 ft	5 ft	5 ft
Corner Side Yard	10 ft.	5 ft.	-	-
Interior Side Yard	-	10 ft ⁽¹⁾ ⁽²⁾	-	-
Interior Site Boundary (Dwelling Unit/Accessory Building)	15/5 ft	20/5 ft ⁽¹⁾	20/5 ft ⁽¹⁾	20/5 ⁽¹⁾
Residential Building Separations	See Table 17.36.010-1			
Height Limitations	35 ft ⁽³⁾	35 ft ⁽³⁾	40 ft ⁽³⁾	50 ft ⁽³⁾
Private Open Space (Ground Floor/Upper Story)	300/150 sf	225/150 sf	150/100 sf	150/100 sf
Open Space (Private and Common)	45%	40%	40%	40%
Minimum Patio/Porch Depth	6 ft ⁽⁴⁾	6 ft ⁽⁴⁾	6 ft ⁽⁴⁾	6 ft ⁽⁴⁾
Recreation Area/Facility	Required per Section 17.32.040			

Table Notes:

- (1) Add 10 feet adjacent to VL, L, or LM district.
- (2) Zero lot dwellings permitted pursuant to Subsection 17.36.010.D.
- (3) Limit one story within 100 feet of VL or L district for multiple-family dwelling units.
- (4) Free and clear of obstructions.

Source: Based on RCMC Table 17.36.010-2 – (Optional) Development Standard for Residential Zoning Districts

Overall, development standards are based upon acceptable provisions and are not exceptional or unusual and, in fact, are consistent with those of surrounding communities. The provisions allowed under the Terra Vista and Victoria Community Plans are somewhat less demanding than those contained in the Development Code and the ESP, but this reflects the unique community character within each of these planning areas.

Building standards, such as parking and height requirements, generally do not provide a constraint to development. Typically, building heights are permitted to increase as density increases. Parking is based upon the unit type and number of bedrooms. Carports are permitted in multi-family developments when approved by the Design Review Committee. The variability of these development standards permits a wide variety of housing types, including single-family and multi-family, rental and ownership, and mobile homes. Application of these development standards to the remaining vacant land resources will continue to provide a broad range of housing alternatives consistent with the City's share of the Regional Housing Need.

Terra Vista Community Plan Development Standards

The Terra Vista Community Plan (TVCP) was originally approved by the City Council on February 16, 1983. Since its approval, the majority of the TVCP has been constructed with only a few sites remaining before build-out. Development standards are more flexible than typical Development Code standards in order to allow for a creative and cohesive design throughout the planned community for each land use density. No maximum lot coverage is required for development provided that setback and open space requirements are met. Based on the development criteria outlined below, the TVCP does not preclude the feasibility of achieving maximum densities, and when coupled with a Density Bonus Housing Agreement would exceed allowable TVCP densities for the development of affordable housing units.

Table HE-39: Terra Vista Community Plan Development Standards

Development Standard	H
Building Site Area	2 ac
Dwelling Units (Permitted per acre)	24-30
Setbacks	
Building Setback (from curb face)	Varies from 22 ft average, 20 ft minimum to 43 ft average, 38 ft minimum, depending on street classification
Building Setback (from property line)	Varies from 0 ft, to 6 ft with 35 ft separation, depending on alley or trail
Garage, Carport and Accessory Building (from curb face)	Varies from 22 ft average, 17 ft minimum to 38 ft average, 28 ft minimum, depending on street classification
Garage, Carport and Accessory Building (from property line)	Varies from 0 ft, to 6 ft with 35 ft separation, depending on alley or trail
Uncovered Parking Setback (from curb face)	Varies from 22 ft average, 11 ft minimum to 38 ft average, 19 ft minimum, depending on street classification
Uncovered Parking Setback (from property line)	0 ft
Open Space	0 ft
Other Conditions	0 ft
Building Site Width and Depth	As permitted by required setbacks.
Building Site Coverage	No Maximum subject to Development Review Process.
Building Height	65 ft
Private Open Space	Not applicable
Building Separations	The standards from the Rancho Cucamonga Development Code shall apply.

Note: The only vacant residential land within the TVCP is within the High Residential Districts, so only those standards were discussed.

Source: Terra Vista Community Plan.

Victoria Community Plan Development Standards

The Victoria Community Plan (VCP) was originally approved by the City Council on May 20, 1981. Since its approval, the majority of the VCP has been constructed with only a few sites remaining before build-out. Currently, only one site remains in the VCP that is zoned High Residential (24-30 units). The VCP provides for typical lot development, as well as innovative and cluster housing standards, which allows for more creativity and flexibility in achieving maximum density yields. The following is a summary and discussion of the specific design criteria and performance standards that affect density yields and affordable housing production,

and based on these criteria, the VCP does not preclude the feasibility of achieving maximum densities.

Table HE-40: Victoria Community Plan Development Standards

	LM (Cluster Development)	H
Building Site Area	3 ac	3 ac
Dwelling Units (Permitted per acre)	4-8	24-30
Building site coverage	As permitted by required setback and private open space	60%
Building Setbacks	Front, Side and Rear Setback: Varies from 5 ft, to 20 ft minimum, 25 ft average depending on street classification.	Front, Side and Rear Setback: Varies from 5 ft, 25 ft minimum depending on street classification.
Building Separation	Building height 35 feet or less, 10 ft min Building height 35 feet or greater, 15 ft min	Building height 35 feet or less, 10 ft min Building height 35 feet or greater, 15 ft min
Building height	40 ft	50 ft
Building Site Width and Depth	As permitted by required setbacks	N/A
Private Open Space	300 sq ft	N/A

Note: The only vacant land within the VCP is within the Low Medium and High Residential Districts, so only those standards were discussed.

Source: Victoria Community Plan.

Lot Standards

Minimum lot size requirements range from 30,000 to 40,000 square feet in large estate residential areas, to 5,000 to 7,200 square feet for most single-family residential areas. The minimum lot size required in higher density multi-family developments is 3 acres, however, existing legal parcels less than 3 acres may only be developed at the minimum of the density range.

Residential Densities

Residential densities range from 0.1 to 2 units per acre for the Very Low Residential District, up to 24 to 30 units per acre for the High Residential District. The Terra Vista Community Plan permits residential densities in the High Residential District up to 30 units to the acre.

Lot Coverage

Lot coverage (i.e., the area of a lot covered by the building footprint, plus roof overhang) is permitted up to 25 percent in the Very Low Residential District (20 percent in the ESP). The Low Residential District allows for a maximum of 40 percent lot coverage while the Medium to High Residential Districts allow up to 50 percent lot coverage, with no maximum lot coverage requirement in the Victoria Community Plan or Terra Vista Community Plan.

Height Limits

The Very Low to Medium Residential Districts permit a building height up to 35 feet, while the Medium High and High Residential Districts permit a building height up to 45 feet and 55 feet, respectively. A limit of 65 feet applies to the High Residential District of the Terra Vista Community Plan. Height restrictions are not considered a significant constraint to housing development in Rancho Cucamonga.

Parking Standards

Parking standards are currently similar to those utilized in other cities and is based on a standard requirement of 2 spaces within a garage for single-family detached units, and a sliding scale, depending on the number of bedrooms per unit, for cluster development (condominium, townhome, apartment, etc.). Multi-family conventional parking standards are based on the following:

Table HE-41: Multi-Family Parking Standards

Unit Type	Parking Requirement
Studio	1.3 spaces per unit
One Bedroom	1.5 spaces per unit
Two Bedrooms	1.8 spaces per unit
Three or More Bedrooms	2.0 spaces per unit
Four or More Bedrooms	2.3 spaces per unit

Source: Rancho Cucamonga Development Code.

Under these standards, for studio, one and two bedroom units, one space is required to be in a garage or carport and in three and four bedroom units, two spaces are required to be in a garage or carport. Guest parking spaces are required at a ratio of one parking space for each four multi-family units.

To mitigate the impact that parking requirements may have upon affordable housing projects, the City adopted Affordable Housing Incentive/Density Bonus Provisions (discussed below). Under these standards parking requirements do not hinder the availability and affordability of housing as the City permits a reduction of these on-site parking requirements, among other standards, in the development of affordable housing projects. The implementation of the Affordable Housing Incentives/Density Bonus Provisions permits the following reduction in parking requirements to accommodate development of affordable housing projects.

Table HE-42: Density Bonus Provisions Parking Standards

Unit Type	Parking Requirement
0 – 1 Bedrooms	1.0 on-site spaces per unit
2 – 3 Bedrooms	2.0 on-site spaces per unit
4 or More Bedrooms	2.5 on-site spaces per unit

Parking is inclusive of handicapped and guest parking requirements.

Source: Rancho Cucamonga Development Code.

Performance Standards and Design Criteria Analysis

The following analysis demonstrates that the imposition of the City's Performance Standards is not an impediment to the development of residential units at the upper range of maximum allowable densities as part of the City's Optional Development Standards.

Open Space

Building setbacks and open space requirements are established to ensure that sufficient privacy and open space are provided to enhance and maintain the quality of life within residential neighborhoods. These requirements are necessary to mitigate traffic noise, provide privacy from neighbors, and other noise generating uses that may affect an individual's quality of life.

The established open space requirements for multi-family housing include both common and private open space. Overall, the setbacks and open space requirements are considered typical for residential uses in western San Bernardino County.

Recreation Area/Facility

Recreational amenities in conjunction with common open space are required for development under the Medium to High residential densities. These amenities are required to provide for active recreation opportunities for development residents. The required amenities are as follows:

- 1) Development consisting of 30 units or less shall provide three of the following recreational amenities:
 - a. Large open lawn area, one of the dimensions shall be a minimum of 50 feet.
 - b. Enclosed tot lot with multiple play equipment.
 - c. Spa or pool.
 - d. Barbecue facility equipped with grill, picnic benches, etc.

- 2) Development consisting of 31 units to 100 units shall provide another set of recreational amenities, or equivalent, as approved by the Planning Commission.
- 3) Development consisting of 101 units to 200 units shall provide five of the following recreational amenities, or equivalent, as approved by the Planning Commission:
 - a. Large open lawn, one of the dimensions shall be a minimum of 100 feet.
 - b. Multiple enclosed tot lots with multiple play equipment. The tot lots shall be conveniently located throughout the site. The number of tot lots and their location shall be subject to Planning Commission review and approval.
 - c. Pool and spa.
 - d. Community multi-purpose room equipped with kitchen, defined areas for games, exercises, etc.
 - e. Barbecue facilities equipped with multiple grills, picnic benches, etc. The barbecue facilities shall be conveniently located throughout the site. The number of barbecue facilities and their locations shall be subject to Planning Commission review and approval.
 - f. Court facilities (e.g., tennis, volleyball, basketball, etc.).
 - g. Jogging/walking trails with exercise stations.
- 4) For each 100 units above the first 200 units, another set of recreational amenities, as described above, shall be provided.
- 5) Other recreational amenities not listed above may be considered subject to Planning Commission review and approval.
- 6) Related recreational activities may be grouped together and located at any one area of the common open space areas.
- 7) Dispersal of recreational facilities throughout the site shall be required for developments with multiple recreational facilities.
- 8) All recreation areas or facilities required by this section shall be maintained by private homeowners' associations, property owners, or private assessment districts.

For qualifying affordable housing projects, Rancho Cucamonga's Affordable Housing Incentives/Density Bonus Provisions provide that the Planning Commission may approve development incentives (i.e., a reduction in certain development standards such as reduced building setbacks, reduced public/private open space, increased maximum lot coverage, increased building height, etc.), but only when provided as part of a Density Bonus Housing Agreement. In general, the discretion given to the Planning Commission in approving "other" recreational amenities demonstrates how zoning encourages flexibility and creativity in meeting the City's development criteria. The City has found that the requirement for recreation area/facilities does not preclude the ability to achieve maximum densities, particularly in relation to the development of affordable housing, when combined with a Density Bonus Housing Agreement.

Landscaping

Landscaping is required for both single-family and multi-family projects and is provided for aesthetic as well as functional reasons. For multi-family projects, particularly in the Medium to High Residential Districts, landscaping is provided as a percentage of the project site and provides many essential functions for the community including: beauty, shading, wind protection, screening, noise buffering, and air filtering. Within the Low Medium to High Residential Districts, the City's landscape standards require a number of trees per gross acre; however these trees are dispersed throughout the project in areas that include setback areas, in building to building separation areas, around the project perimeter, throughout the parking lot, and around both passive and active recreation areas. This requirement has no impact on achieving maximum density as there are sufficient areas within a project to provide project landscaping. In addition, the City's Affordable Housing Incentives/Density Bonus Provisions include incentives that could allow a reduction in "other site or construction conditions applicable to a residential development", which could include a reduction in project landscaping.

Energy Conservation

Energy conservation standards establish requirements for energy conservation features as part of multi-family development when utilizing the City's Optional Development Standards. The energy conservation standards require that new residential developments be provided with an alternative energy system to provide domestic hot water for all dwelling units and for heating any swimming pool or spas, and that solar energy shall be the primary energy system unless other alternative energy systems are demonstrated to be of equivalent capacity and efficiency. Additional requirements provide that all appliances and fixtures shall be energy conserving. Energy conservation standards are approved through Planning Commission review and do not impact the ability to achieve maximum density. Energy conservation standards may have short term costs associated with the installation of the alternative energy system; however, operation costs and per unit costs will be lower due to the energy savings associated with the operation of the equipment. Energy conservation standards requiring energy efficient appliances do not impact project density and will not impact project development costs. Operation costs to the tenants will be significantly lower with the use of energy efficient appliances.

Amenities

Amenities are provided to enhance the quality of life for multi-family developments and require that 1) each unit shall be provided with a minimum of 125 cubic feet of exterior lockable storage space and 2) that each unit shall be provided with a hook-up for a washing machine and cloths dryer. The purpose of the amenities requirement is essentially to improve the livability by improving the functionality of each residential unit. These amenities are approved through Planning Commission review, do not impact the ability to achieve maximum density, and have a negligible impact on housing development and costs.

Annexation Potential

The City's Sphere-of-Influence is located north of the City between the City limits and the National Forest Boundary in environmentally hazardous and sensitive areas. The resulting constraints limit the range of potential residential development. Annexations have added "Low" and "Very Low" single-family residential development areas to the City.

The ENSP was adopted on April 1, 1992 as a pre-zone for future annexation. Land in the Sphere-of-Influence lacks urban infrastructure, and much of the area is expected to remain as open space. Developable areas have slopes in excess of 8 percent and are subject to the City's Hillside Development Regulations. Residential development in the sphere areas will be more expensive and at lower average density than residential development within the current City boundaries; this is because of expected lower densities due to slope constraints, costs to extend utilities and infrastructure, and the cost of land. Consequently, any future annexations are expected to provide sites for move-up rather than for affordable housing.

Building Codes and their Enforcement

Building Code Requirements

The City has adopted the 2007 California Building Code (CBC), which is largely based on the International Building Code, to address building code requirements. Under State law, this code can be amended by local governments only for to geological, topographical, or climatological reasons. Adoption of the CBC incorporated the International Building Code, the California Mechanical Code incorporated the Uniform Mechanical Code, the California Plumbing Code incorporated the Uniform Plumbing Code, the California Electrical Code incorporated the National Electrical Code, and the California Fire Code incorporated the International Fire Code. These codes are considered to be the minimum necessary to protect the public health, safety, and welfare, and are not considered an unnecessary constraint to housing.

Through the use of the State Historic Building Code (Health and Safety Code §18950, *Et seq.*) the City encourages the preservation of significant historic structures. The State Historic Building Code permits the use of original or archaic materials in reconstruction with the purpose of providing "alternative regulations and standards for the rehabilitation, preservation, restoration (including related reconstruction), or relocation of qualified historical buildings or structures." The City has also enacted a Mills Act ordinance to provide tax incentives for the

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preservation of historic homes.

As discussed previously, the housing stock is in relatively good condition. For those structures that do need repair, the City enforces those standards and regulations that ensure reasonable and adequate life safety. The application of these standards allow for the exercise of judgment, as permitted in the code, so that older buildings built under less demanding regulations are not unduly penalized.

Community Improvement

The Community Improvement Division enforces the Municipal Code. Areas of concern include property maintenance and aesthetics, land use and zoning compliance, parking control, animal regulation, permits and development compliance, weed abatement, vector control, and graffiti removal. The Code Enforcement Division primarily operates on a complaint response basis.

Once a violation is reported, a Community Improvement Officer makes contact and issues notice requesting correction of the violation. If progress toward compliance is not observed within a specified amount of time, a multi-step process begins that involves additional notices. As a last resort, a formal nuisance abatement process is followed, an Administrative Citation may be issued, or criminal proceedings may be sought. The overall emphasis of the Code Enforcement program is to ensure that progress toward correction of violations is achieved on a voluntary basis. One focus of the Code Enforcement program has been toward ordinance improvement in order to provide a strong foundation in law to back up requests for code compliance.

Overall community awareness is a goal of the Code Enforcement Division. Toward this goal proactive programs are initiated. Neighborhood conservation programs focus on specific neighborhoods, which though sound, are beginning to show signs of deterioration. Community education, neighborhood cleanups, yard maintenance, and abandoned vehicle abatement are emphasized during such programs. These neighborhoods are often low-income neighborhoods eligible for CDBG funding for capital improvements, including street resurfacing, storm drains, streetlights, and water and sewer upgrades.

Off-Site Improvements

New construction within the City triggers Ordinance 58, which requires as a condition of project approval, the completion of all street frontage improvements. These improvements are primarily street and storm drain improvements; although the undergrounding of utilities may also be required. With undergrounding of utility lines there is an aesthetic benefit, but there is also a public safety concern. This is because Rancho Cucamonga is subject to extremely high winds, and hazardous conditions can be created when utility poles or utility lines break. Therefore, site improvement requirements are the minimum necessary for public safety and cannot be viewed as a constraint to development.

The requirements for on-site and off-site improvements will vary depending on the location of the project, the presence of existing improvements, as well as the size and nature of the proposed development. In general, most residential areas in Rancho Cucamonga are fully served with existing infrastructure improvements. The Development Code requires developers proposing to construct any building, parking lot or developing area to provide for a number of improvements within the public rights-of-way including: concrete curb and gutter, asphalt concrete street pavement, sidewalks, street lights, and street trees. Typical residential development requires a 60-foot minimum public street right-of way, which includes a 36-foot street width measured from curb to curb; private streets may have a reduced right-of-way, however the curb to curb dimension remains consistent with public streets.

The City and other public agencies charge fees that may affect the price of housing. However, the fees such as drainage, transportation, water, and sewer are necessary for public health and safety, while other fees provide for public amenities, including park development and beautification. Finally, processing fees reimburse the City for a portion of the cost of processing development review applications. The RDA provides financial subsidies to affordable housing developments in order to offset the impact of development fees.

Fees and Other Exactions

Planning Fees

The City charges a range of development fees and exactions to recover the costs of providing services to new development. Fees are designed to ensure that developers pay a fair pro-rata fair share of the cost of providing infrastructure and to compensate the City for the cost of processing the application. These fees are not considered excessive and are comparable to surrounding communities. Application fees are established by a Fee Study, which analyzes a number of factors including processing time, number of people needed to review an application relative to the application received. This Fee Study is then used to determine the actual fees which are reviewed and adopted by City Council. Beginning on July 1, 2014, the fees will be automatically adjusted based on the Employee Cost Index for State and Local Government Employees, Total Compensation, during the 12 month period ending on December 31st of the immediately preceding year, as released by the U.S. Department of Labor's Bureau of Labor Statistics and rounded to the nearest whole dollar. The following table summarizes the Planning Department fee requirements for residential development applications.

Table HE-43: Planning Department Application Fees

Application	Application Fee
Annexation	\$12,017.50
Development Agreement	\$13,062.50
Development Code Amendment	\$6,270.00
Development/Design Review	\$10,450.00
Development/Design Review (4 du's or less)	\$7,079.88
Development District Amendment	\$8,882.50
Environmental Impact Report - Preparation	\$36,575.00
Environmental Impact Report – Review Only	\$5,747.50
General Plan Amendment	\$11,913.00
Hillside Development Review (5 or more du's)	\$3,239.50
Hillside Development Review (4 or less du's))	\$2,090.00
Initial Study	\$2,664.75
Minor Exception	\$500.56
Mitigation Plan - Simple	\$715.83
Pre-Application Review (Planning Commission)	\$2,090.00
Preliminary Review	\$2,090.00
Specific/Community Plan, New	\$12,450.00
Specific/Community Plan, Amendment	\$4,180.00
Tentative Parcel Map	\$7,701.65
Tentative Tract Map	\$14,180.00
Time Extension	\$679.25
Tree Removal – New Development	\$772.26
Variance	\$2,315.72

Source: Rancho Cucamonga Planning Department 2013.

Building Permit Fees

The following table itemizes fees charged for prototypical projects in Rancho Cucamonga. As previously mentioned, these fees are designed to ensure that developers pay a pro-rata fair share of the cost of providing infrastructure and to compensate the City for the cost of processing the application. For instance, Planning and Building fees (building inspection, plan review, and WQMP) recover the cost of processing applications, issuing building permits, building inspections, and providing services; local impact fees (drainage, transportation, beautification, and park development) are charged for the construction of infrastructure to serve new housing; and regional impact fees (schools, water, and wastewater) are charged by regional or government entities to provide infrastructure and services for new development.

Fire Department plan check fees are incorporated into the Building and Safety Plan Check fee and are not assessed separately.

Between 2000 and 2008, the fees for SFR and MFR building permits increased approximately 98 percent. This fee increase due to the fact that the City historically had fees lower than what it actually cost the City to process a development application. Following an extensive Fee Study in 2001-2002, the City increased its application and permit fees. Planning and Building fees were increased to fully recoup the cost of staff time to process a project, and increases in local and regional impact fees were the result of increases in the cost to provide the identified service or to develop public facilities to serve new development. Although some fees have increased significantly, the Beautification fee applied to residential development has not increased. These fees are based upon the cost the City to provide the identified services, are consistent with those fees charged by neighboring jurisdictions in the western San Bernardino County region, and do not impose an impediment to the supply or affordability of SFR and MFR housing. It is important to note that over 57 percent of those identified fees are levied by the CVWD, not the City. CVWD fees for each housing unit (both SFR & MFR) include the water meter, meter box, water capacity fee, sewer capacity fee, and capital capacity fee (paid to the Inland Empire Utilities Agency (IEUA)).

These fee increases also affect typical multi-family development as the building permit fee calculations are the same for both single family and multifamily projects. As discussed above, these fees are consistent with those of other cities in the western San Bernardino County region and do not preclude or significantly impact the supply or affordability of housing. Based upon the following table, fees charged for multi-family development average \$13,941.75 per unit, which, based on analysis of other cities in western San Bernardino County is less than or comparable to the fees of other cities in the area. These fees do not preclude or significantly impact the supply or affordability of housing.

Table HE-44: Residential Development Fees

Type Of Fee	Single Family ¹ (SFR) – 2013	Multiple-Family ² (MFR) – 2013
Building Inspection	\$785.94	\$2,886.37
Plan Review	\$1,041.83	\$3,826.12
WQMP ³	\$397.80	\$397.80
Drainage	\$3,559.60	\$38,764.00
Transportation	\$4,654.00	\$44,672.00
Beautification	\$253.00	\$3,360.00
Park Development	\$4,396.00	\$44,368.00
Water & Sewer (CVWD) ⁴	\$16,425.00	\$223,068.00
School Fees ⁵	Calculated by applicable School District	
Total⁵	\$31,513.18	\$361,342.30

1. Fees based on a proposed 1,265 square foot residence, 2-car garage, 8,000 square foot lot, no decks or patios, and located in the Low Density Residential District.
2. Fees based on a proposed 2 acre, 16 unit complex, with an average 1,050 square feet in the Medium Residential District.
3. WQMP fee applies to projects of up to 5 acres; for every additional 5 acres, the fee is \$132.60.
4. VWD fees are \$13,951.75 per MFR unit.
5. Does not include school fees.
6. Does not include the technology fee of \$302.06 (SFR) and \$82.25 (MFR).

Source: Rancho Cucamonga 2013 City Fee Schedule and CVWD.

Based on an analysis of the existing home market, the median price of existing homes has increased from approximately \$173,000 in 1999 to approximately \$545,000 in 2007; an increase of 215.0 percent. Assuming the median price reflects the price of a new home, in 2000, fees represented 10.5 percent of the total cost of a new home, and in 2007, these fees represented 5.3 percent of the total price. This decrease in the percentage is primarily the result of a significant increase in the cost of a home, both new and resale, and although development fees have also increased significantly, the rate of increase was far below the rate of increase in home value during the same time period.

The following table identifies the hypothetical fees that would be collected for the development of a new 1,265 square foot residence and a 16-unit multifamily development. These fees would be approximately \$31,513.18 and \$22,583.88 per unit respectively. This represents about 11.0 percent of the total development cost for a single family unit and 9.6 percent for a multi-family unit.

Table HE-45: Proportion of Fee In Overall Development Cost for a Typical Residential Development

Development Cost for a Typical Unit	New SFR ¹	New MFR ²
Total estimated fees per unit	\$31,513.18	\$22,58.88
Typical estimated cost of development per unit	\$282,072.00	\$257,892.00
Estimated proportion of fee cost to overall development cost per unit	11.0%	9.6%

1. 1,265 square foot single-family home.
2. 16 unit multiple-family complex.

Source: Rancho Cucamonga Planning Department.

Water and Sewer Service

Water and sewer services are provided by Cucamonga Valley Water District (CVWD). Based upon CVWD's Water Master Plan current water supplies and delivery systems are adequate and present no constraints to housing development. Rancho Cucamonga accounts for approximately 75 percent of CVWD's 47 square mile water service area, but about 90 percent of the customer service base. Total water deliveries (including residential, commercial, and agricultural) was 47,435 Acre Feet/Year (AFY) in 2000, 55,320 AFY in 2005, and is projected to be 83,500 AFY in 2030. Total water use (including water deliveries, sales to other agencies, and water loss) was 50,717 AFY in 2000, 55,856 AFY in 2005, and is projected to be 86,000 AFY in 2030.

Water usage increases are directly attributed to increases in residential and commercial growth during the planning period. Average day demand is approximately 50 million gallons per day (mgd) and is expected to increase to 76.8 mgd by 2030. CVWD's Master Plan addresses water supply and water delivery capability and provides a schedule for increasing capacity to keep pace with development.

New development is charged a facilities fee and connection charges, these fees reflect a need for increased capacity in CVWD's capital improvement requirements. The water service fee for single-family residential development is \$9,937 per unit (for a 1" meter size); this fee was \$4,783 in 2008.

Sewers are provided by CVWD, while the IEUA provides wastewater treatment facilities. Based upon CVWD's Master Plan, planned expansion, upgrade, and timely maintenance of the sewer system will provide adequate sewer service through the build-out period. For the typical dwelling unit, CVWD charges \$2,700 in sewer connection fees. Where no sewer infrastructure exists and is required as a condition of development, the development is required to provide master planned facilities. Because of the availability of the CVWD sewer system, the sewer capacity is not a constraint on development.

CVWD passes along the IEUA facilities fee of \$4,909 per dwelling unit as a sewer system capacity fee. In 2008 this fee was \$4,450, representing a 10 percent increase. The increase reflects the need for increased wastewater treatment capacity through build-out. Because of the availability of the IEUA wastewater treatment facilities, wastewater capacity is not a constraint on development.

School Facilities

Five school districts serve the City. As a result of the rapid growth prior to incorporation several of the local school districts have faced severe overcrowding. The present concern among the school districts continues to be the inability to finance construction of new school facilities in the post-Proposition 13 years. Under AB 2926 (1989), the State requires written certification regarding classroom availability prior to project approval. As an absolute policy, the City

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requires that school facilities shall be provided for each residential development. The Development Code states in part, "[t]he project includes school facilities or adequate school facilities exist which are or will be capable of accommodating students generated by this project." AB 2926 also regulates the collection of developer fees by the school districts under subdivision processing. When a legislation action, such as a General Plan Amendment, Specific Plan, or Development Agreement is requested, a condition may be added to require completed school facilities or provide in lieu fees.

Although there has been a fee increase, State mandated fees produce insufficient revenue to buy land and build new schools. The timing of collection virtually guarantees that students will need classrooms before funds are available to build them. State authorized fee increases are not indexed to inflation and lag the general inflation rate. Two elementary school districts, i.e., Cucamonga and Etiwanda, impose a per unit fee on new construction and one elementary school district, i.e., Etiwanda, utilizes a variety of measures that include both Mello-Roos and Community Facilities District bond financing for new schools.

In general, schools in the City are at capacity or are experiencing declining enrollment. In terms of overall school capacity, a total of 6,920 new students have been added since 1999. Of the four elementary school districts, only the Etiwanda School District reports being below capacity, but only as a result of new school construction. Alta Loma School District has experienced a declining enrollment for the past few years and does not have plans for additional schools. Cucamonga School District has been experiencing declining enrollment. Central School District reports that they are experiencing a district wide decline in enrollment and do not anticipate adding any new facilities. As most of the vacant land available for residential development is located in the northeast section of the City, the Etiwanda School District has been and will continue to be the school district most impacted by future residential development. The Chaffey Joint Union High School District added Rancho Cucamonga High School in 1993 and Los Osos High School in 2002. There are currently no plans for additional schools in the district as overall enrollment within the district is projected to gradually decline.

Financing Options for Required Infrastructure

Generally, the cost to extend urban infrastructure and services continues to serve as a constraint on development, including residential development. This is especially true in Rancho Cucamonga, which incorporated post-Proposition 13 where the City's share of the property tax is very low compared to surrounding cities. Other sources of funding for capital improvements and operating and maintenance costs are extremely limited. Tax increment financing for areas within the City's Redevelopment Area has provided some facilities, for example fire stations.

Mello-Roos Community Facilities District (CFD) financing is an alternative. Through the Mello-Roos mechanism a property owner/developer can use bonded indebtedness to finance capital improvements needed for development. The new homeowners will be obligated to repay the bonds. One school district, i.e., Etiwanda, uses Mello-Roos bond financing in portions of their district. The City has supported two developer initiated CFD's. CFD 88-1 provided for the construction of a new fire station in the northeast area of the City. CFD 88-2 financed facilities to remove flood hazards required to protect the public's safety prior to development of three subdivisions located in the northeast area of the City.

Based on the previous experiences, the City expressed several concerns about Mello-Roos financing. The total burden on any individual's property tax should not exceed 1.8 percent of assessed value. There is a potential for perceived inequity when one property owner pays 1.0 percent of assessed value and another property owner is obligated to pay 1.8 percent as a result of Mello-Roos obligations. As a result, the potential for an unintended increase in tax burden on homeowners may occur when the market absorption schedule exceeds the absorption rate.

The City has supported the use of Mello-Roos financing for more expensive, low-density residential development. The Mello-Roos districts for schools impact all new housing and therefore have a potential impact on development of new affordable housing. Mello-Roos Community Facilities bonding is a potential constraint on housing. In general, lack of funding

for capital improvements will remain as a potential constraint on future development.

Local Processing and Permit Procedures

Development permits typically must undergo a variety of City approval processes depending upon the scope and scale of a residential project. This includes routine development and design review approvals. Each of these stages is critical to ensuring quality residential projects that are consistent with City design goals and standards. This section focuses on the development approval processes required for different residential projects in Rancho Cucamonga. A summary table indicating the applicable approval process and timeline based on development type is shown below.

Table HE-46: Development Review Timeline

Development Permit	Single-Family Home	Condominium	Apartments
Development Review (2+ Units)	3 to 5 Months	4 to 6 Months	4 to 6 Months
Hillside Design Review	3 to 5 Months	N/A	N/A
Tract or Parcel Map	3 to 5 Months	4 to 6 Months	4 to 6 Months
Variance	1 to 2 Months	1 to 2 Months	1 to 2 Months
General Plan and/or Development Code Amendment (if required)	3 to 5 Months	4 to 6 Months	4 to 6 Months
Building Plan Check and Permit Issuance	1 to 2 Months	1 to 2 Months	1 to 2 Months
Cumulative Total of Standard Residential Projects	4 to 7 Months	5 to 8 Months	5 to 8 Months

Source: Rancho Cucamonga Planning Department

Development Review Process

Rancho Cucamonga developed a standardized review process for each of the development permits noted above. In the typical development application, the applicant consults with planners at the public counter regarding development standards and design guidelines. The applicant then prepares an application submittal package consisting of site plans, grading plans, elevations, and floor plans; these plans are then submitted to the Planning Department as a formal development review application. Plans are then routed to different departments, i.e., Engineering, Building and Safety, Fire, and Police, for their review. The following week the application is scheduled for a Planning and Engineering staff meeting in which comments and issues are discussed by each reviewing department. The application is then determined to be either incomplete for further processing and a comment letter is sent outlining corrections and design issues, or is deemed complete. Following a completeness determination the application is scheduled for Committee review, i.e., the Grading, Technical, and Design Review Committees. Once these Committees have approved the application it is forwarded to the Planning Commission for final action and adoption of environmental determinations, as applicable. Legislative actions, such as General Plan or Development Code Amendments, also require City Council review and approval. The applicant then submits working drawings to the Building and Safety Department to begin the building plan check process, which allows for 15 days for a first check and 10 days for a second check. The City has published a handbook titled "The Development Review Process" which is available at the public counter for applicants to review and obtain guidance on the City's review process and procedures.

The purpose of the development review process is to encourage development that is compatible and harmonious with neighborhoods; foster sound design principles resulting in creative and imaginative solutions; utilize quality building design that avoids monotony; promote and maintain the public health, safety, general welfare; and implement General Plan policies that encourage the preservation and enhancement of the unique character of the City.

The Planning Commission is responsible for the design review of new construction on vacant property; structural additions, reconstruction, or new buildings which are equal to 50 percent of the floor area of the existing on-site building(s), or have a minimum 10,000 square feet in size;

and projects involving a substantial change or intensification of land use.

The Development Code specifies that the design review applies to site plan configuration, architectural design, circulation and parking, and landscaping. The Design Review Committee reviews the application for conformance with City design guidelines and standards, and upon approval, forwards the project to the Planning Commission for final review and action. Before a design review approval is granted, the Planning Commission must meet the following findings:

- 1) That the proposed project is consistent with the General Plan;
- 2) That the proposed use is in accord with the objectives of the Development Code and the purposes of the district in which the site is located;
- 3) That the proposed use is in compliance with each of the applicable provisions of the Development Code; and
- 4) That the proposed use, together with the conditions applicable thereto, will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.

The City has prepared and adopted Design Guidelines for both Commercial/Industrial and Residential uses. These Design Guidelines are available at the public counter and online for applicants to better understand the City's design criteria and the quality expected by the Planning Commission.

Residential Development Review

Residential Development Review is required for the construction of more than two or more single-family units, condominium, and apartment projects. Development and Design Review applications are typically filed concurrently with tract or parcel map applications, as required. The Planning Director has the authority to review and approve projects involving four or less single-family units. Projects of five or more units, condominiums, or apartments must be reviewed by the Design Review Committee and are forwarded to the Planning Commission for final action. Applications are reviewed for consistency with applicable development standards of the base district and the City's adopted design guidelines.

Hillside Design Review

Hillside Design Review is required for the construction of one or more units for property located within the Hillside Overlay District. This district requires additional development criteria with the intent of maintaining existing vegetation, slopes, and drainage patterns, and to limit the impact of grading activities. The Planning Director has the authority to review and approve Hillside Design Review applications provided the proposed project meets the following criteria:

- 1) Natural slopes which are 8 percent or greater but less than 15 percent on all or part of a subject site, or on less steep land which may be affected by areas of greater slope.
- 2) For fills or excavations equal to, or exceeding 3 feet, but less than 5 feet in vertical depth, at their deepest point measured from the natural ground surface.
- 3) For excavations or fills, or any combination thereof, equal to or exceeding 100 cubic yards, but less than 1,500 cubic yards.
- 4) Residential construction involving four or less dwelling units, such as custom homes, regardless of natural slope or the amount of fill or excavation.

Hillside Design Review projects that exceed these criteria require review and approval by the Planning Commission.

Tract or Parcel Maps

Tract or parcel map applications are typically filed and processed concurrently with a Development/Design Review or Hillside Design Review application. These applications are evaluated based on the applicable development standards of the base zoning district, which typically includes minimum lot size, lot width, lot depth, and frontage width. A tract or parcel map processed concurrently with a Development Review application does not lengthen or increase the time period for staff to review the application.

Variance

Variance applications are filed concurrently with Development/Design Review, Hillside Design Review, and tract or parcel map applications and request a deviation from applicable development standards. The Planning Commission has the authority to review and approve Variance requests at a public hearing. The Planning Commission must make the following findings in order to approve the Variance request:

- 1) That the strict and literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary physical hardship inconsistent with the objectives of the Development Code.
- 2) That there are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property that do not apply generally to other properties in the same zone.
- 3) That the strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners of other properties in the same zone.
- 4) That the granting of a Variance will not constitute a grant of special privilege inconsistent with the limitations on other properties classified in the same zone.
- 5) That the granting of the Variance will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity.

General Plan Amendment – Development District Amendment

For very large residential projects, the applicant may propose a General Plan Amendment or Development District Amendment, e.g., a zone change, particularly for housing units proposed on underutilized sites zoned for non-residential uses. In these cases, the timeframe for approval can be considerably longer. However, the City typically processes these applications concurrently with other discretionary applications in an effort to reduce approval timeframes.

Building Plan Check and Permit Issuance

Following the required appeal period for the approval of discretionary applications, applicants may submit for building plan check. The City makes a strong effort to review first plan checks within 15 days, and within 10 days for subsequent plan check submittals. The City utilizes a computer-based permit tracking system that allows applicants to check the status of their plan check applications on-line and obtain corrections when they become available from each reviewing department.

Regulatory Concessions

The City utilizes a variety of planning tools to encourage and facilitate the development of affordable housing opportunities. These regulatory concessions are described below:

Density Bonus

The City's Affordable Housing Incentives/Density Bonus Provisions assist in the development of affordable housing opportunities in accordance with Government Code §65915-65918. These provisions allow a density bonus and other regulatory concessions to provide incentives for "the production of housing for very low income, lower income, moderate income, and senior households" to "facilitate the development of affordable housing" within the City. The provisions function by allowing a reduction in development standards in exchange for the development of affordable housing units. Based on the number of units provided and the percentage of those units designated for low, very low, and senior households, the applicant may request a density bonus and/or other regulatory concessions to facilitate the development. Regulatory concessions act as incentives, which can include reduced building setbacks, reduced open space, increased lot coverage, increased maximum building height, reduced on-site parking standards, reduced minimum building separation requirements, or other site or construction conditions applicable to residential development. However, the caveat regarding the density bonus is that the development incentive granted shall contribute significantly to the economic feasibility of providing the target units.

When implemented the Density Bonus Provisions allow for an increased project density when site conditions would normally warrant a reduced project density. Depending on the number of units held for low or very low income households, the applicant may request up to three incentives and a density bonus. When properly implemented, a density bonus may increase the maximum allowable residential density of a project by up to 35 percent.

Variance – Minor Exception

Variance and Minor Exception procedures allow for a modification to development standards where unique property characteristics would create a hardship in complying with the Development Code. The characteristics must be unique to the property, and in general, not shared by other adjacent parcels. Minor Exception procedures allow the Planning Director to approve up to a 10 percent reduction in applicable development standards and a 25 percent reduction in parking. Variance procedures allow the Planning Commission to approve a modification to established development standards.

Table HE-47: Regulatory Concessions								
Procedure	Sample of Reductions in Standards							Approving Authority
	Density	Yards/ Open Space	Lot Coverage	Building Height	Building Set Backs	Street Frontage	Parking	
Administrative Modification	None							
Density Bonus Provision	35%	Depends on requested concession						City Council
Minor Exception	None	None	Up to 10% increase	Up to 10% increase	Up to 10% reduction	None	Up to 25% reduction	Planning Manager
Variance	None	No Limit						Planning Commission

Source: Rancho Cucamonga Planning Department.

Market Constraints

California Government Code §65583(a)(6) requires an "analysis of the potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction."

Economic Climate

Regional economic conditions provide the overall context for housing development and availability. A strong period of regional economic growth followed by a significant drop in the housing market characterizes most of the reporting period. An analysis of the relationship of the economy to housing production indicates that a strong economic climate results in an increase in housing production.

Beginning in 1996, new housing construction began to rise, not to the levels of the late 1980's, but steadily increasing. Housing prices for existing homes raised dramatically, interest rates dropped, thereby stimulating housing sales for new and existing homes. Housing construction remained strong through early 2006, and was then followed by a steady decline due to the sub-prime loan crisis, market saturation, high levels of foreclosure, and a severe economic recession.

The American economy began to rebound following the Dot-com crash in 2000-2001. Since adoption of the 2000 Housing Element, the economy expanded and in the immediate region provided an increase in service, manufacturing, and construction jobs. Locally, Rancho Cucamonga's taxable retail sales continue to reach record levels in the City's history with 2004 generating \$1.75 billion. This continues a string of record highs that goes back to the middle

1980's and includes those years (1991-1993) when Southern California was in a severe recession. The 2004 growth was a record \$335 million (23.7 percent). This surge came about with the fourth quarter opening of Victoria Gardens, a local regional mall. The City's long term retail trade increase, in part, has been a result of the rising number of families in the City and their growing incomes, but also reflects the opening and expansion of various destination retail centers. In addition, Rancho Cucamonga has benefited from direct sales to consumers by several of the contractors, manufacturers and distributors that are located in the community. During the period from 2000-2004, Rancho Cucamonga's taxable sales nearly went from \$1.16 billion to \$1.75 billion, a \$585 million gain or 50.3 percent. Much of this gain represents a true increase in trade volume since prices rose only 12.9 percent in this period.

Cost of Land

In Rancho Cucamonga, residential land costs vary depending on the availability of land and the cost of grading and infrastructure (off-site improvements) associated with development of a proposed project. The price of land impacts the price of new homes and also residential resale price. The land speculation that occurred during the second half of the 1980's resulted in a significant inflationary trend on all home prices. The result was reduced housing affordability at all income levels. Along with the resurgence of the regional economy the dramatic growth in home sales has been accompanied by a surge to record high property values. The increase in property values corresponds directly to increases in the cost of obtaining new housing.

The two biggest expenses in housing development are land costs and fees. Construction costs tend to correlate with the Consumer Price Index (CPI), and thus remain somewhat consistent. So while construction costs have increased along with the CPI, the cost of land has escalated to the largest item associated with the cost of housing.

During the 1980's land speculation was heated and peaked in 1989. Speculation led to many foreclosures in the City's Sphere of Influence as well as to foreclosures in the City. For example, land in the City with an approved tentative tract map that sold during the 1980's for \$100,000 an acre, resold after foreclosure for \$20,000 an acre in 1994. In the early 1990's the price of land declined dramatically. The raw land price has increased substantially since 1994 as a result of the economic resurgence from the 1990's recession. With the resurging economy, land prices slowly rose to the pre-speculation levels. According to local developers, raw land costs in the City and surrounding region have increased over 100 percent since the mid 1990's. As land has become scarcer, the price for land has also increased.

During the past 12 to 18 months, the City has experienced a fairly significant drop in the price of raw land. Between the period from 2003 to 2008 land prices increased dramatically and have reduced a significant amount as the availability to finance residential construction projects has decreased. Thus it can be seen that land speculation can act as a non-governmental constraint on housing as speculation, availability of financing, and land scarcity can greatly impact the price of land.

Cost of Construction

Construction cost depends on the price of materials, quality of construction, and finish detail. Construction costs have more or less paralleled the CPI from 1989 to the present. In general, the CPI has increased an average of 5.71 percent between 2000 and 2007, with a high of 8.6 percent in 2006 and a low of 4.9 percent in 2002. This compares with an average annual CPI of 3.02 percent between 1991 and 2000.

Residential construction cost estimates established by the International Code Council in the Fall of 2012 indicate average costs of labor and materials between \$96.58 and \$144.89 for multi-family, depending on type of construction. Single family residential costs range between \$105.93 and \$136.37 per square foot, depending on type of construction. Construction costs may vary based on the type of material uses, location of development, structural features present, and other factors.

Prevailing wages may also be an additional constraint on construction costs. In California, all

public works projects must pay prevailing wages to all workers employed on the project. A public works project is any residential or commercial project that is funded through public funds, including Federally funded or assisted residential projects controlled or carried out by an awarding body. The prevailing wage rate is the basic hourly rate paid on public works projects to a majority of workers engaged in a particular craft, classification, or type of work within the locality and in the nearest labor market area.

Twice a year, prevailing wage rates are determined by the director of the California Department of Industrial Relations (DIR). A prevailing wage ensures that the ability to get a public works contract is not based on paying lower wage rates than a competitor, and requires that all bidders use the same wage rates when bidding on a public works project. The DIR provides links to the current prevailing wages for a journeyman craft or classification for each county in California. Prevailing wages may constrain construction of affordable housing because they are often higher than normal wages.

Housing Demand

Another factor influencing the housing market is demand. Conventional methodology links demand directly to population increase. According to SCAG and the DOF, the regional population increased steadily during the period. New residential units authorized by building permits continued to grow through late 2012.

The improving economy, diversified job market, and stock market profits have helped to strengthen the housing market of the region. Prior to 2006, the limited new housing coming to the market was aggravating the upward pressure on home prices and rents, making it increasingly difficult to afford homes in places relatively close to employment areas.

Up to 1990, the population increased as families moved to California to work in an expanding job market. The situation changed dramatically in the early 1990's as families were leaving California to seek jobs in other market, as well as to seek lifestyle changes. During this time population increases was due primarily to natural increases (i.e., births exceeding deaths).

SCAG predicts that through 2020, the State is projected to have the fastest rate of population growth. California's rapid growth will increase by approximately 40 percent as a result of both a high rate of natural increase and a high rate of immigration. The average annual birth rate for California is expected to be 20 births per 1,000 population, and the State is expected to attract more than one-third of the country's immigrants.

Another factor in housing demand related to the economic downturn, is the likelihood that new household formations are being delayed and many existing households were doubling-up demonstrating a surprising elasticity in the housing market. There is also a corresponding increase in overcrowding and in homeless families. However, in many instances there appears to have been excess capacity in existing housing units sufficient to absorb extended families and non-related housemates. Elasticity in the housing market serves as a non-governmental constraint on housing production.

Availability of Financing

During the past few years, significant changes have occurred in the mortgage lending industry. Home mortgage rates of the late 1990's and early 2000's were very low with 30-year fixed rates as low as 5 percent. However, problems within the finance industry, the economic recession, and changes in the Federal lending rate have gradually made mortgages more difficult to obtain. A fixed rate 30-year non-jumbo loan for a new home currently carries interest rates of 3.625 percent. Lower initial rates are available with "creative" financing including Graduated Payment Mortgages (GPM's), Adjustable Rate Mortgages (ARM's), Interest Only Mortgages, and Buy-Down Mortgages. However, ARM's of a few years ago have exercised significant increases that have drastically increased monthly mortgage payments, and thus jeopardizing homeowners and creating a high percentage of residential foreclosures.

Therefore, lower income households will have difficulty qualifying for standard mortgages even if home prices drop to reasonable levels. Financing for both construction and long-term

mortgages is generally available in Rancho Cucamonga subject to normal underwriting standards. However, a more critical impediment to homeownership involves both the affordability of the housing stock and the ability of potential buyers to fulfill down payment requirements. Typically, conventional home loans will require 10 to 20 percent of the sale price as a down payment, which is the largest constraint to first-time homebuyers.

Residential Foreclosures

Between 2000 and 2005, the availability of lower interest rates, "creative" financing, and predatory lending practices (e.g., extremely aggressive marketing, hidden fees, and negative amortization), many Rancho Cucamonga households purchased homes that, ultimately, were beyond their financial means. Many homes were purchased under the false assumption that refinancing options to a lower interest rate would be available and that home prices would continue to rise at double-digit rates. Many households were (and still are) unprepared for the potential hikes in interest rates, expiration of short-term fixed rates, and a decline in sales prices beginning in 2006. Many homeowners are suddenly faced with significantly inflated mortgage payments, and mortgage loans that are larger than the value of the home (i.e., commonly referred to as being "upside down" or "underwater"), many homeowners had no option but to resort to foreclosing their homes.

Between July 1, 2007 and September 30, 2008 there were a total of 49,973 properties taken all the way through the foreclosure process in the MSA (this includes 20,366 properties in San Bernardino County and 29,607 properties in Riverside County). As estimated by DOF, this represents 3.42 percent of all housing units for the MSA (2.97 percent in San Bernardino County and 3.83 percent in Riverside County). With the implosion of the mortgage lending market, many households are having difficulty obtaining new mortgage loans or refinancing, even for above moderate income households.

In November 2009, there were 1,805 homes in Rancho Cucamonga in the foreclosure process (including 707 in pre-foreclosure, 860 in auction, and 238 bank owned) and range in price from \$51,000 (a condominium) to over \$1.8 million. This compares to March 2013, when there were 420 homes in the foreclosure process (including 172 in pre-foreclosure, 216 in auction, and 32 bank owned) and range in price from \$80,656 (a condominium) to over \$4.2 million. The high price of some of these homes facing foreclosure indicates that the impact of foreclosure extends not only to lower and moderate income households, but also to households with higher incomes.

Housing for Persons with Disabilities

Housing options for persons with disabilities are often limited. To ensure adequate housing for persons with disabilities State law requires cities to analyze constraints to the development, maintenance, and improvement of housing for people with disabilities; demonstrate efforts to remove governmental constraints; and include programs to accommodate people with disabilities.

Allowable Housing Types

Rancho Cucamonga complies with applicable State law requirements and permits Residential Care Facilities, serving six or fewer persons, to be located in all residential districts; while large Residential Care Facilities, serving seven or more persons, are permitted in the Low Medium to High residential districts, subject to the approval of a Conditional Use Permit. There are no Development Code requirements establishing a maximum concentration of these facilities, nor are there separation requirements (other than those established by State law), nor parking, set back, or site planning requirements other than those that may be required of any typical single-family or multiple-family residence.

The Development Code defines and clearly distinguishes between a Residential Care Facility, Convalescent Center, and Day Care Facilities. These uses are either permitted, or conditionally permitted, depending on the age of the person to be assisted, the level of assistance provided, the duration of assistance, and the number of persons assisted.

The Rancho Cucamonga Development Code distinguishes transitional housing opportunities from other residential land uses, defines a family, but not a household, and does not distinguish between them. It does not regulate the number or relationships of occupants in a home, nor distinguish residential uses by the type of occupant or disability. In this manner, Rancho Cucamonga residents have the widest choice of where to live within the City regardless of their family size, disability, medical condition, or any other arbitrary grouping

Rehabilitation and New Construction

Rancho Cucamonga's housing stock is relatively young, as only roughly 28.4 percent of the housing stock was built prior to 1980 and 55.5 percent was built prior to 1990. As such, a large percentage of homes were built utilizing modern accessibility standards. However, in cases where rehabilitation is necessary, the City can allow a property to install accessibility improvements, such as, building a handicap ramp to allow for improved entrance to a single-family home. The Development Code currently permits projections into yards where decks, platforms, and landing places which do not exceed a height of 48 inches, which may project into a required front or corner side yard up to a maximum distance of six feet, and may project into any rear or side yard up to the property line. However, this standard is not established as an accessibility accommodation and does not allow for the installation of improvements where a greater projection in to a required building setback may be necessary.

The City also makes Home Improvement Program funds, funded through the City's CDBG program, available for income eligible homeowners for accessibility improvements.

Permitting Process/Reasonable Accommodations

Both the Federal Fair Housing Act and the California Fair Employment and Housing Act impose an affirmative duty on local governments to make reasonable accommodations (i.e., modifications or exceptions) in their zoning and other land use regulations when such accommodations may be necessary to afford disabled persons an equal opportunity to use and enjoy a dwelling. Reasonable modifications to structures, including both internal and external modifications, are administratively approved by the Building Official and Planning Director, or their designee, and only a building permit is required, no discretionary permitting process is involved, and there are no established formal procedures for addressing accommodations.

The 2012 Development Code Update included the establishment of procedures for reasonable accommodations. The purpose is to provide reasonable accommodations to explicitly allow for changes to land use, building codes, development code requirements (i.e., setback reductions and parking requirements), and permitting processes to accommodate people with disabilities.

Applications for reasonable accommodations are submitted to the Planning Department and approved through administrative action of the Planning Director. Applications for reasonable modifications require the applicant to identify that they are an individual with a disability, or is submitted on behalf of an individual with a disability, the identification of the specific exception or modification requested, documentation that the specific exception is necessary to provide the individual with a disability an equal opportunity to use and enjoy their residence, and any other necessary and appropriate information to approve the requested accommodation. The decision to approve a reasonable accommodation requires the making of specific findings related to the accommodation, the identification of consideration factors that determine whether the requested accommodation is necessary to provide the individual with a disability an equal opportunity to use and enjoy their residence, and whether a fundamental alteration to the nature of the City's zoning program is necessary. Through the end of 2013 the City has received and approved 2 requests for reasonable accommodations.

Housing Resources

Housing resources refer to the land, financial, and administrative resources that are available

to meet Rancho Cucamonga's housing needs to mitigate the housing constraints identified in earlier sections of this Housing Element. This section provides an inventory, analysis, and assessment of the City's resources to address its housing needs, including the City's share of the Regional Housing Needs Assessment (RHNA).

Projected Housing Needs

The RHNA is distributed by income category. The City of Rancho Cucamonga is allocated a RHNA construction goal of 848 housing units for the 2014-2021 planning period. Of that total, the RHNA is divided into four household income groups based upon guidelines established by the State. Based upon these income thresholds and the current price of housing, this Housing Element assumes that the construction of single-family homes and condominiums are affordable to the above moderate income households. The housing units must accommodate the following affordability guidelines:

- 209 units of housing affordable to extremely low/very low income households,
- 141 units of housing affordable to low income households,
- 158 units of housing affordable to moderate income households, and
- 340 units of housing affordable to above moderate income households.

The RHNA allocation of 209 very low income units is inclusive of extremely low income units. Pursuant to State law (AB 2634), the City must project the number of extremely low income housing needs based on Census income distribution, or assume that 50 percent of the very low income households are extremely low income households. As demonstrated in the "Household Income Profile by Household Type" (Table HE-13), extremely low income households constitute 46.9 percent of the very low income group. Therefore, the City's RHNA of 209 very low income units can be split between 98 extremely low income units (at 46.9 percent) and 111 very low income units. However, for purposes of identifying adequate sites to accommodate the RHNA, State law does not mandate the separate accounting for the extremely low income category.

In the 2008-2013 Housing Element, the City of Rancho Cucamonga identified sufficient selected sites to accommodate the lower income RHNA housing need. Because sufficient sites were identified and available for potential residential development at the default density of 30 units per acre the City does not have to carry over any unmet RHNA over from the previous RHNA cycle.

Credits Towards the RHNA

State law may allow local governments to obtain credits towards its RHNA housing goals by counting housing units constructed, building permits issued, and projects approved in the time between the start of the RHNA planning period and the submittal of a Housing Element. There are no credits towards the RHNA under the development of this Housing Element update as the RHNA planning period begins on January 1, 2014, three months after the Housing Element submittal deadline of October 1, 2013.

The City can realistically accommodate 5,866 net housing units through pending projects and its Vacant Uncommitted Residential Land Inventory and Mixed Use sites inventory. This capacity is more than adequate to accommodate the City's 2014-2021 RHNA of 848 units, and actually leaves the City with an excess capacity of 5,018 units. While the City does have a shortfall of sites for meeting its moderate income RHNA, the surplus of sites for lower income units more than makes up for this deficit.

Table HE-48: Adequacy of Sites in Meeting the RHNA

	Extremely Low/Very Low (Below 50% AMI)	Low (51-80% AMI)	Moderate (81-120% AMI)	Above Moderate (Over 120% AMI)	Total
RHNA	209	141	158	340	848
Residential Capacity					
Pending Projects (Table HE-50)		0	0	3,271	3,271
Vacant (Tables 49 & 51)		226	0	1,541	1,767
Mixed Use (Tables 53 & 54)		828	0	0	828
Total Sites Capacity		1,054	0	4,812	5,866
Sites Capacity vs RHNA		+704	-158	+4,472	+5,018

Source: City of Rancho Cucamonga

Residential Sites Inventory

Government Code §65583(a)(3) and §65583.2 requires "an inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services for these sites". The availability of vacant residential land is the primary resource needed to meet the City's affordable housing needs.

State law requires that jurisdictions demonstrate that the vacant land inventory is sufficient and adequate to accommodate that jurisdictions share of the regional housing need. Rancho Cucamonga is committed to identifying sufficient and adequate sites at appropriate densities to accommodate the City's RHNA of 848 housing units, including 508 housing units for the very-low, low-, and moderate-income households, and 340 housing units for above moderate income households. The Housing Element must identify those sites within the City that can accommodate the RHNA. Potential development sites at adequate densities and appropriate development standards must be made available to accommodate these remaining units. Pursuant to State law, the default density of 30 units per acre is considered an adequate density to facilitate and encourage the development of lower income housing.

Methodology

The first step in identifying adequate sites is preparing an inventory of land suitable for residential development. Government Code §65583.2(a) provides that land suitable for residential development include 1) vacant sites zoned for residential use, 2) vacant sites zoned for non-residential use that allows residential development, 3) residentially zoned sites that are capable of being developed at a higher density, and 4) sites zoned for nonresidential use that can be redeveloped for, and as necessary, rezoned for, residential use. The second and third steps determine capacity and suitability of the land for affordable housing. These steps are summarized below:

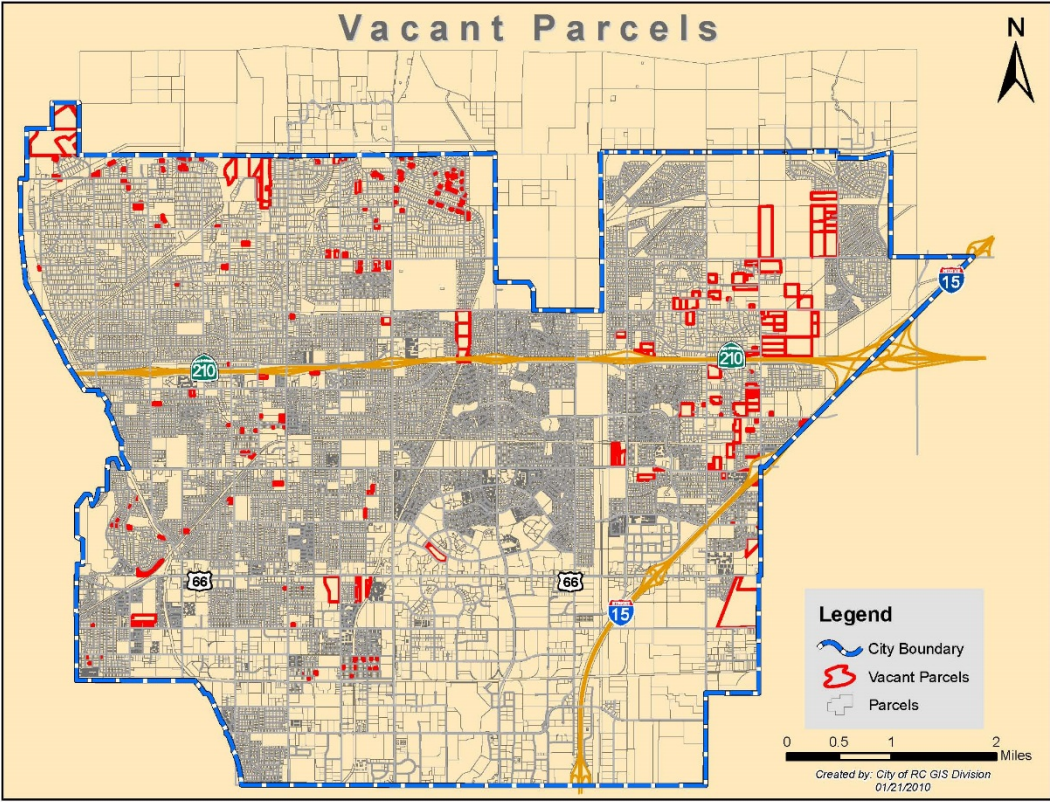
- **Identification of Vacant Residential Land:** The land inventory contains a listing of properties by unique identifier (a complete listing of vacant land is contained in Appendix B). Pursuant to State law requirements, this listing shows the size, general plan designation, and zoning of each property. The complete land inventory also includes a general description of any environmental or infrastructure constraints to the development of housing. Finally, a map shows the location of sites included in the inventory.

- **Demonstrating Capacity:** This analysis determines the capacity of sites identified in the inventory and their ability to accommodate affordable housing. To determine capacity the City can rely on minimum density requirements adopted through local regulations or, if minimum densities do not exist, the Housing Element must describe the methodology used to establish the number of units.
- **Demonstrate Suitability of Zone:** The analysis must demonstrate that the identified zone/densities encourage and facilitate the development of housing for lower income households. Examples include market demand and trends, financial feasibility, and information based on residential project experience. California Government Code §65583.2(c)(3)(b) establishes default density standards. If a city has adopted density standards that allow at least 30 dwelling units per acre, HCD is obligated to accept sites with those density standards as appropriate for accommodating housing affordable to lower income households.

Identification of Vacant Residential Land

As of January 1, 2013, approximately 425.40 acres of vacant, uncommitted residential land were available for development. This compares to approximately 879.89 acres that were available for development on January 1, 2010.

Figure HE-3: Vacant Uncommitted Residential Land



Vacant Land Capacity Analysis

Uncommitted vacant residentially zoned land will support an estimated 1,530 to 1,767 residential units. Because the City uses a performance standard for all classifications of residential development, few projects are built at 100 percent of the density range. The exceptions would be for senior housing or other affordable housing projects that qualify for a density bonus consistent with the City's Affordable Housing Incentives/Density Bonus requirements.

Table HE-49: Projected Unit Development from Vacant Uncommitted Land

Land Use (Minimum-Maximum)	Vacant Uncommitted Acreage	Units At 50% Of Density Range	Units At 75% Of Density Range
HR (<.1-2 du/ac)	0.98	1	1
ER (<.1-1 du/ac)	27.77	27	27
VL (<.1-2 du/ac)	195.18	234	297
L (2-4 du/ac)	57.94	181	198
LM (4-8 du/ac)	115.53	690	803
M (8-14 du/ac)	21.94	234	269
MH (14-24 du/ac)	0.00	0	0
H (24-30 du/ac)	6.06	163	17
Total	425.40	1,530	1,767

Source: Rancho Cucamonga Planning Department.

Units in the Processing Stream

As of January 1, 2013, there were 3,271 residential units in the processing stream. This includes a total of 2,196 units that were either under staff review or had received Planning Commission approval and a total of 1,075 units that had received final map approval.

Estimated Housing Units Available at Build-Out

The total number of residential units at build-out is estimated to be between 62,244 and 62,481. This estimate is based on an analysis of existing units, units in the processing stream, and the Vacant Land Capacity Analysis. As of January 1, 2012 there were 57,443 total dwelling units in the City and there were another 3,271 units approved by the Planning Commission and awaiting construction. The Vacant Land Capacity Analysis indicates that existing zoning will support an additional 1,530 to 1,767 units.

Table HE-50: Estimated Housing Units Available at Build-Out

	Units at 50% of Density Range	Units at 75% of Density Range
Existing at 1/1/2012 ¹	57,443	57,443
In Process 1/1/2012 to 12/31/2012 ²	3,271	3,271
Vacant Land Capacity as of 1/1/2013 ³	1,530	1,767
Total	62,244	62,481

Notes:

1. California Department of Finance Demographic Research Unit
2. Rancho Cucamonga Building and Safety record of permits issued for 1/1/2012 to 12/31/2012 and Planning Department – Tidemark Report.
3. Rancho Cucamonga Planning Department – Density range count obtained from Appendix C

Source: City of Rancho Cucamonga.

Estimated Population at Build-Out

As vacant land decreases, the rate of building is expected to decrease so that build-out will likely occur between 2020 and 2030. Based on the City's General Plan, the number of housing units at build-out will range between 62,244 and 62,562. At the current household size of 3.009 persons this equals a population range between 187,292 and 188,249 persons.

Applying a 3.95 percent vacancy factor would result in 59,785 to 60,090 occupied units. Applying the 3.009 persons per unit occupancy rate, the build-out population would then range between 179,893 and 180,810 persons.

Demonstrating Capacity

With the exception of hillside areas, land suitable for affordable housing is generally available throughout the City, although because of land costs most of the uncommitted residential land in the Hillside Residential, Estate Residential, and Very Low Residential Districts will be

unsuitable for affordable housing projects. Two of the City's planned communities, Terra Vista and Victoria, continue to supply vacant land suitable for a range of housing types. These two planned communities have made a commitment where, upon the first sale or rental, 15 percent of the total number of units would be affordable to low- and moderate-income families. Primarily due to market conditions, Terra Vista had exceeded the terms of its commitment to provide a maximum of 1,218 affordable units by 1990. These units are dispersed throughout the planned communities to avoid over concentrations of low- and moderate-income families in any one area.

In general, multi-family units are more affordable than single-family units. Approximately 28.0 acres of vacant land is available throughout the City in the multi-family density range of eight or more units per acres, Medium, Medium-High, and High residential districts; including 6.06 acres in the High Residential District and 21.94 acres in the Medium Residential District. Other land located throughout the City is available and suitable for the development of affordable housing within the Mixed Use District. Affordable units may be achieved through implementation of the City's Affordable Housing Incentive/Density Bonus Provisions, and in conjunction with the City's Senior Housing Overlay District.

The following analysis provides a parcel specific inventory of vacant residential sites suitable for accommodating the RHNA need of 508 housing units; however, of this RHNA need only 226 housing units could be developed on vacant residentially zoned land and the balance of 282 housing units could be developed on Mixed Use zoned land as noted below. A more detailed analysis of the City's vacant residential land has been conducted and is provided in Appendix B. This analysis includes the Assessor's parcel number, site acreage, General Plan Designation and Land Use District, existing land use and Community Plan location, developable density, and realistic dwelling unit potential. Only those sites with the potential to address the RHNA balance are included in the inventory.

The methodology used to determine the realistic development capacity of each of the sites listed below was through a combination of factors specific to each site including land use designations and the accompanying development standards, lot size, development trends and other land constraints applicable to the specific site. As such, very few sites can achieve the maximum densities allowable by their land use designations.

Table HE-51: Demonstrating Capacity – Developable Vacant Residential Sites

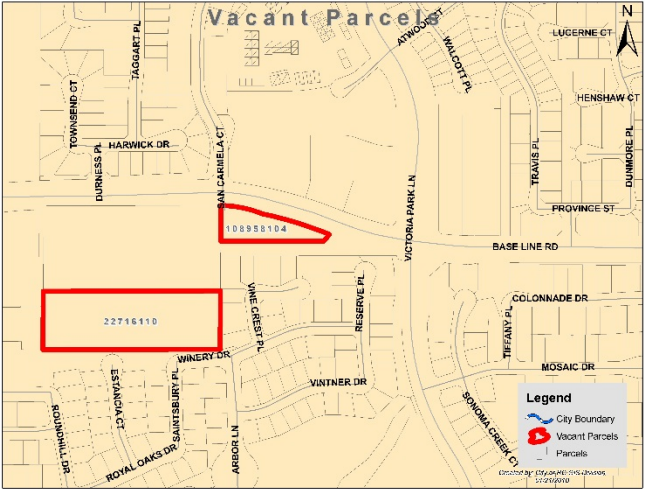
APN	Size (Acres)	General Plan / Land Use	Existing Land Use / Community Plan Location	Du/Ac	DU Potential at 50%	DU Potential at 75%	DU Potential at 100%	DU Potential w/ 25% Bonus
22716110	5.00	H/H	Vacant/Victoria	24-30	135	142	150	187
108958104	1.06	H/H	Vacant/Victoria	24-40	28	30	31	39
Total	6.06				163	172	181	226

Source: Rancho Cucamonga Planning Department.

Victoria Community Plan

The Victoria area contains two vacant uncommitted parcels totaling 6.06 acres in the High Residential District. These parcels are located on the south side of Base Line Road, west of Victoria Park Lane. Land uses in the vicinity include residential uses to the north, south, and east, and commercial uses to the north and west. The development potential of the two parcels could yield 163 dwelling units, developed at 27 dwelling units per acre under the City's Basic Development Standards and 181 dwelling units, developed at 30 dwelling units per acre under the City's Optional Development Standards. Development of those parcels utilizing the City's Affordable Housing Incentives/Density Bonus Provisions could provide up to a 25 percent density bonus and provide up to 226 dwelling units.

Figure HE-4: Victoria Community Plan – High Residential District Development Potential



Demonstrating Suitability of Zone

The RDA Implementation Plan identified a lack of sufficient affordable housing to meet the needs of the City's low- and moderate-income families and established a goal to increase, improve, and maintain the supply of affordable housing. Although the RDA has actively assisted with the development and preservation of affordable housing, the ongoing need for additional housing opportunities continues with the City's population growth. To meet this housing need the RDA partnered with several non-profit housing corporations to provide a mixture of affordable ownership and rental housing opportunities for income eligible households. As evidence of the RDA's commitment to promote the availability and affordability of housing to meet the needs of the community, the RDA has assisted with the production of over 2,400 affordable units.

The City continues to provide, improve, and maintain the supply of affordable/workforce housing. This is done by leveraging opportunities with local non-profits, county, State, and Federal agencies. To further increase the supply of affordable housing, the City will maintain contact with apartment complex owners and support them with appropriate incentives. With the shortage of available land for residential development remaining in the City due to the housing boom that occurred in 2000 to 2005, the City will also explore other options to provide affordable family projects.

Examples of recently assisted affordable housing projects includes:

- Villaggio on Route 66 – The RDA assisted in the development of this 166-unit project, with 131 units held as affordable. The 10.5 acre 166-unit site developed at a density of 15.75 dwelling units per acre. The RDA contributed \$25.5 million towards the development of this \$45.6 million dollar project.
- San Sevaine Villas – The RDA assisted in the development of this 225-unit project, with 223 units held as affordable. The 12.87 acre 225-unit site developed at a density of 17.25 dwelling units per acre. The RDA contributed \$40.7 million towards the development of this \$51 million dollar project.

Table HE-52: Affordable Housing Development Regulatory Concessions

Project	Concession	Subject	Revised Standard
Villaggio	Master Plan ¹	Setback Reduction	Reduce building setback from 55 to 47 feet
		Building Height	Increase building height from 35 to 37 feet
		Wall Height	Increase in wall height from 6 to 8 feet
San Sevaive Villas	Density Bonus Agreement	Density Bonus	A 25% density increase from 180 to 225 units (a 45 unit increase)
		Setback Reduction	Reduce building to curb setback from 25 to 20 feet
		Setback Reduction	Reduce building to property line setback from 30 to 20 feet
		Setback Reduction	Reduce building separation from 40 to 20 feet between 3-story buildings and 30 to 17 feet between a 3-story building and to 2-story building

1. The RCMC allows that "existing development standards for each land use category ... shall be the basis of standards for each category within a mixed use development plan, but they may be modified by the City during the Master Plan review process"

Source: Rancho Cucamonga Planning Department.

The development of these affordable housing projects, and the regulatory concessions made, demonstrate the City's practice of assisting in the development of affordable housing and the suitability of available parcels. Considering the identified RHNA housing need, the availability of High Residential District land, and the recent regulatory concessions, the 6.06 acres could be developed at a density of 18.3 dwelling units per acre, similar to the density of recently approved projects, thereby achieving a development potential of 110 units.

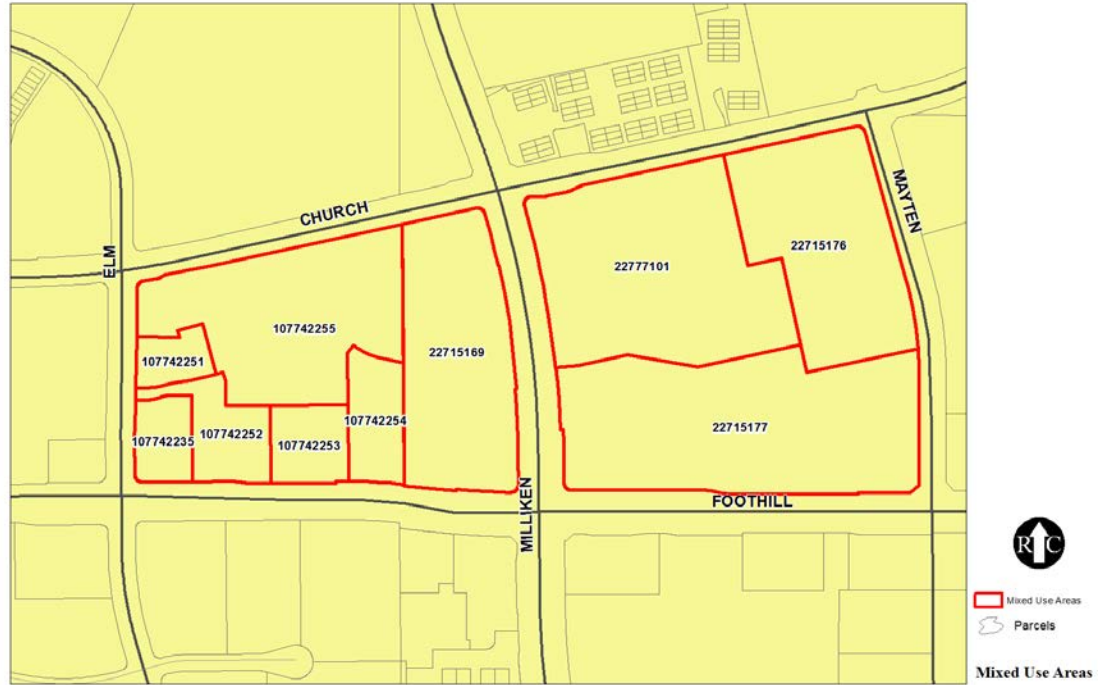
Other Residential Development Potential

Mixed Use District

As part of the 2010 General Plan update the City designated properties within the Mixed Use District along Foothill Boulevard, the City's major east-west corridor. These areas will provide opportunities for additional residential development at a density of 30 dwelling units per acre. Other Mixed Use districts were also established, but at lower densities ranging from 14 to 27.75 dwelling units per acre. These three identified areas contain a total of 22.1 acres, which if developed at 30 units per acre could yield 663 dwelling units. . Development of those parcels utilizing the City's Affordable Housing Incentives/Density Bonus Provisions could provide up to a 25 percent density bonus and provide up to 828 dwelling units.

The identified parcels are situated along Foothill Boulevard, and have access to commercial services, medical services, community facilities, and employment opportunities. Additionally, these parcels provide opportunities for pedestrian friendly development, with convenient access to transportation, both public and private. Additional discussions of these properties can be found in Chapter 2: Managing Land Use, Community Design, and Historic Resources section of the General Plan.

Figure HE-5: Mixed Use Area 3 – Residential Development Potential



Note:

- 1) Mixed Use Area 3 (Table LU-4) is located in Terra Vista on the north side of Foothill Boulevard.
- 2) Refer to General Plan Figure LU-3, page LU-23, for information all 13 Mixed Use areas in the City.

Table HE-53: Mixed Use – Residential Development Potential

APN	Size (Acres)	General Plan / Land Use	Existing Land Use / Community Plan Location	Du/Ac	DU Potential at 100%	DU Potential w/ 25% Bonus
22715169	6.5	MU/MU	Vacant/Terra Vista	30	195	243
Total	6.5				195	243

Source: Rancho Cucamonga Planning Department.

Figure HE-6: Mixed Use Areas 5 & 6 – Residential Development Potential



Notes:

- 1) Mixed Use Area 5 (Table LU-6) is located on the north side of Foothill Boulevard and Mixed Use Area 6 (Table LU-7) is located on the South side of Foothill Boulevard.
- 2) Refer to General Plan Figure LU-3, page LU-23, for information all 13 Mixed Use areas in the City.

Table HE-54: Mixed Use Areas 5 & 6 – Residential Development Potential

APN	Size (Acres)	General Plan / Land Use	Existing Land Use / Community Plan Location	Du/Ac	DU Potential at 100%	DU Potential w/ 25% Bonus
20814118	0.1	MU/MU	Vacant/NA	30	3	3
20814119	0.1	MU/MU	Commercial/NA	30	3	3
20814120	0.1	MU/MU	Commercial/NA	30	3	3
20814121	0.3	MU/MU	Commercial/NA	30	9	11
20814122	0.1	MU/MU	Commercial/NA	30	3	3
20814123	0.1	MU/MU	Vacant/NA	30	3	3
20814124	0.1	MU/MU	Vacant/NA	30	3	3
20814125	0.1	MU/MU	Commercial/NA	30	3	3
20814128	0.3	MU/MU	Commercial/NA	30	9	11
20814129	6.8	MU/MU	Residential/NA	30	204	255
20814130	0.3	MU/MU	Residential/NA	30	9	11
20814131	0.3	MU/MU	Residential/NA	30	9	11
20814139	0.2	MU/MU	Residential/NA	30	6	7
20814140	0.2	MU/MU	Residential/NA	30	6	7
20814141	0.7	MU/MU	Residential/NA	30	21	26
20814142	0.3	MU/MU	Commercial/NA	30	9	11
20815105	0.4	MU/MU	Residential/NA	30	12	15
20815107	0.8	MU/MU	Residential/NA	30	24	30
20815117	0.6	MU/MU	Residential/NA	30	18	22
20815119	0.5	MU/MU	Commercial/NA	30	15	18
20815124	1.1	MU/MU	Residential/NA	30	33	41
20826155	1.9	MU/MU	Commercial/NA	30	57	71
Total	15.6				468	585

Note: Due to rounding, the acreage total was used to calculate DU Potential.

Source: Rancho Cucamonga Planning Department

Annexation Potential

There are currently 6,054.48 acres of unincorporated territory within the City's Sphere-of-Influence. There is 1 application for the annexation of 690 acres currently being processed, along with the potential to annex 1,100 acres over the next 5-year planning period.

The area is substantially vacant with a total of 21 existing units (4 in the City's Etiwanda North Specific Plan area and 17 in Section 14, the Snow Drop Road development area). Approximately 558.41 acres are suitable for residential development under the City's General Plan Hillside Residential land use designation. Based on a density of 1.29 units per acre, this area could support approximately 720 new residential units; however, substantially more units could be allowed under the County's current development standards. Because of hillside characteristics and distance from existing development, infrastructure costs for the area are considered to be extremely high. Therefore, the area is not generally suitable for affordable housing, whether developed in the City or in the County.

Financial Resources

The ability of a City to provide affordable housing opportunities requires substantial public subsidies. The City of Rancho Cucamonga has access to a number of local, State, and Federal resources. The key funding sources are described below.

Redevelopment Agency Housing Set-Aside

State law requires redevelopment agencies to set aside at least 20 percent of tax increment revenue for increasing and improving the community's supply of low- and moderate-income

housing. A significant amount of funds were generated by tax increment for affordable housing and was pledged against several on-going obligations identified below.

In July 1996, the RDA approved the sale of tax allocation bonds to provide permanent financing for two community based non-profit organizations National CORE and NHDC. On September 1, 1996, Tax Allocation Bonds in the amount of \$37.66 million were sold; proceeds of the bonds will be allocated in the following manner:

- A pledge agreement through the year 2025 was signed with National CORE where \$3.9 million will be provided annually for debt services and project reserves. Beginning year in 6 of the pledge agreement, if the provision of Redevelopment Law that allows for the acquisition of existing units with Housing Set-Aside funds has been extended beyond its current sunset, this \$790,000 of the annual pledge will be deposited into a "Future Project Reserves" fund for use in acquiring additional apartment complexes within the Project Area. If a program is not developed, the funds will be available for any RDA housing program.
- A pledge agreement through the year 2025 was signed with NHDC where \$1.5 million was paid to NHDC on June 30, 1996, and again on December 30, 1996. An additional \$5 million in net bond proceeds were also paid to the NHDC. These bond proceeds will be used to complete a portion of the capital improvement plan for the Northtown neighborhood that includes continuing the development of infill housing on vacant lots, acquisition, and rehabilitation of existing absentee-owned housing. The annual pledge amount will be \$1.4 million through the year 2025.

Community Development Block Grant

Community Development Block Grant (CDBG) funds are provided by the U.S. Department of Housing and Urban Development (HUD) and are based on a formula that considers census data, extent of poverty, and age of the housing stock. Based upon these criteria, the CDBG program allows local governments to utilize Federal funds to alleviate poverty and blight. The CDBG program provides funds for a wide range of community development activities, including the acquisition and/or disposition of property, public facilities and improvements, relocation, housing rehabilitation, homeownership assistance, and support to public services.

In 2012, the City of Rancho Cucamonga received approximately \$800,000 in CDBG entitlement funding, a decrease of approximately 27 percent over the past two years, and we anticipate a further reduction of funding in 2013. The City's CDBG program provides funding for: 1) public improvements to lower income areas of the City, 2) the Home Improvement Program, which provides loans up to \$30,000 and grants up to \$7,500 to income eligible single-family and mobile home owners, 3) historic preservation, and 4) public service groups, including fair housing services.

Section 8 Rental Assistance

Section 8 is rental assistance provided to a household which bridges the gap between 30 percent of the household's gross monthly income and the fair market rent of a unit. Although this longstanding, federally funded program is not expected to increase in size or scope, it remains an important affordable housing program by helping to balance a household's income and the cost of housing. Within Rancho Cucamonga, Section 8 assistance is administered by the San Bernardino County Housing Authority.

Neighborhood Stabilization Program

The Housing and Economic Recovery Act of 2008 (HERA) appropriated funds for the redevelopment of abandoned and foreclosed homes and residential properties. Grants under HERA are considered CDBG funds and are implemented through the Neighborhood Stabilization Program (NSP). NSP funding was determined by a formula that considered statewide factors such as the number of loans that are: 1) in foreclosure, 2) subprime, 3) in default, and 4) 60 to 89 days delinquent, and then factored in local criteria such as 1) local foreclosure estimates, and 2) local vacancy rates. Based upon these criteria Rancho Cucamonga received a direct allocation of \$2,133,397 in NSP funds.

Rancho Cucamonga's NSP program provides two activities to address the high number of foreclosed properties. This includes 1) an NSP Acquisition/Rehabilitation and Resale – First Time Homebuyer Program where the City acquires foreclosed properties and resells them to eligible families earning up to 120 percent of the AMI, and 2) an NSP Acquisition/Rehabilitation and Reuse – Affordable Housing Program where the City acquires foreclosed properties and works with local non-profit housing assistance groups to establish housing opportunities for families earning less than 50 percent of the AMI.

HOME Investment Partnerships Program

The HOME Investment Partnerships Program (HOME), similar to CDBG, is a formula-based block grant program funded through HUD. HOME funds are provided to eligible state and local governments for the creation of affordable housing opportunities for low-income families. HOME funds must be spent only on housing, and are intended to provide incentives for the acquisition, construction, and rehabilitation of affordable rental and home ownership properties.

Rancho Cucamonga participates in the HOME Consortium administered by the County of San Bernardino Department of Community Development and Housing; the current 3-year cooperation agreement runs until September 2014. Programs offered by the HOME Consortium include:

- HOME Homeownership Assistance Program (HAP): A silent second trust deed program to assist low-income persons in becoming homeowners.
- HOME Affordable Housing Development Loan (AHDL) Program: Provides gap financing to qualified individuals and organizations for new construction, acquisition, and/or rehabilitation of affordable housing.

Administrative Resources

The City of Rancho Cucamonga actively works with a number of nonprofit organizations to expand and preserve affordable housing in the City. The following nonprofit agencies are either actively providing or preserving affordable housing in the City or have expressed interest in working in San Bernardino County. These include:

- National CORE: National CORE, located in Rancho Cucamonga, is one of the largest nonprofit affordable housing developers in Southern California.
- Northtown Housing Development Corporation: The purpose of the organization is to establish, maintain, and operate housing units for low-income households in the Northtown Neighborhood of Rancho Cucamonga.
- Workforce Homebuilders: Incorporated with the purpose of establishing, maintaining, and operating housing units for lower-income households.
- LINC Housing: LINC Housing has built affordable homes throughout California and provides housing for people underserved by the marketplace.

Opportunities for Energy Conservation

California Government Code §65583(a)(8) requires *"[a]n analysis of opportunities for energy conservation with respect to residential development."*

Water Conservation

In 2009, the City adopted a Water Efficient Landscaping Ordinance pursuant to State of California Government Code §65595 which regulates the efficient use of water resources. The Ordinance was incorporated into the Development Code as part of the 2012 Development Code update and requires projects to develop a water budget based on the total landscape area.

The Water Efficient Landscape Ordinance applies to new construction and rehabilitated landscapes for public agency projects, private developers submitting projects with a total landscape area equal to or greater than 2,500 square feet, and homeowners submitting projects in excess of 5,000 square feet that require a building permit, plan check, or design

review.

Building Code Title 24

The City's Building and Safety and Development Codes are in compliance with Title 24 of the California Building Code, CalGreen, and the Rancho Cucamonga Green Building Code. The California Energy Commission has established and adopted energy improvement specifications for both single-family and multiple-family structures under four stories. These specifications require both active and passive energy features for all residential developments. Rancho Cucamonga's Building and Safety Department enforces State adopted Energy requirements for Climate Zone 10.

Green Development

The City's General plan outlines goals related to Sustainable Development, Green Building, Healthy Communities, Smart Growth, and Global Warming (AB32). As part of the 2012 Development Code update, the City implemented a Green Building Code to encourage developers to go above and beyond typical development practices by creating incentives for compact, mixed-use developments, encourage the use of alternative energy resources, promote alternative means of transportation, create incentives to reduce energy use, and facilitate low impact development techniques.

The provisions outlined in the Green Building Code provide two levels of incentives available to developers that exceed the requirements outlined in the State of California CalGreen Building Code. The City has developed a Green Building Code Compliance Matrix (GBCCM) which implements a point system to determine whether projects are compliant with the Green Building Code and quantifies the level they have gone beyond the minimum requirement. Projects that achieve CalGreen Tier 1 or 100 points or more on the GBCCM (RC Green 100) are eligible for priority processing. Projects that achieve CalGreen Tier 2 or 200 points on the GBCCM (RC Green 200) are eligible for priority processing along with reductions in Development Code standards. These provisions encourage energy conservation in context of flexibility and creativity in residential building designs. Because they tend to reduce the cost of monthly utility bills, they also contribute to housing affordability.

Energy Efficiency and Conservation Block Grant

Rancho Cucamonga received an Energy Efficiency and Conservation Block Grant (EECBG) allocation through the U.S. Department of Energy (DOE). The stated purposes of the EECBG program are to assist eligible entities in creating and implementing strategies to reduce fossil fuel emissions, reduce the total energy use, and improve energy efficiency. As part of the City's Energy Efficiency and Conservation Strategy (EECS) the City adopted two programs specifically designed to improve residential energy efficiency. These include a residential revolving loan program to encourage and fund energy saving projects for low income homeowners, providing funding to replace inefficient heaters, air conditioners, and water heaters, and a financial incentive program providing homeowners with a rebate for the installation of energy efficient appliances and other mechanical and electrical equipment.

The City spent all funding associated with the initial allocation in accordance with DOE grant procedures. The Revolving Loan activity will continue indefinitely and as loans are repaid, new loans will be made available to income eligible applicants

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.

Goal, Objectives, Policies, and Programs

Overarching Housing Element Goal: Provide opportunities and incentives for the provision of a variety of housing types for all economic segments wishing to reside in the community regardless of race, religion, sex, or income group.

Adequate Housing Sites

GOAL HE-1: Allow and create new opportunities that enable a broad range of housing types, maintain a balanced supply of ownership and rental units, and provide sufficient numbers of dwelling units to accommodate expected new household formations.

Objective HE-1.1: Ensure a wide range of housing alternatives and enable the City to achieve its share of the RHNA through the utilization of land use distribution and development standards to encourage a mix of housing types, including mobile homes and apartments, within a variety of price ranges.

Policy HE-1.1.1: Provide opportunities for a variety of housing types through implementation of the Land Use Plan, Development District Map, and Community Plans.

Policy HE-1.1.2: Review and amend provisions of the Development Code pertaining to mobile homes to allow manufactured homes in all residential districts.

Policy HE-1.1.3: Discourage the conversion of existing mobile home parks to other uses.

Program HE-1: Inventory of Residential Sites

The City will maintain an inventory of vacant residentially zoned sites at appropriate densities and development standards to accommodate the 2013 Regional Housing Needs Allocation of 848 units.

Funding Source: General Fund

Responsible Agency: Planning Department

Timeframe and Objectives:

- Monitor the sites inventory annually to assess the City's continued ability to facilitate a range of residential housing types.
- Provide an inventory of vacant residentially zoned properties to interested affordable housing developers after adoption of the Housing Element. Annually update the listing to promote the continued availability and marketability of the identified properties.

Program HE-2: Mobile Home Park Conservation

This program discourages the conversion of existing mobile home parks to other uses, consistent with Government Code §65863.7, in order to maintain a valuable source of affordable housing. Mobile home parks are permitted in all residential districts, subject to approval of a Conditional Use Permit. Eight mobile home parks are located in the City providing 1,380 mobile home units. Although the City has not enacted a Mobile Home Conversion Ordinance,

the City promotes the conservation of Mobile Home Parks.

Funding Source: General Fund

Responsible Agency: Planning Department/Building and Safety Department

Timeframe and Objectives:

- Continue to encourage the conservation of mobile home parks and discourage the conversion of mobile home parks to other uses in order to maintain a valuable source of affordable housing.
- Continue to promote the conservation of mobile home parks through implementation of the Mobile Home Accord (Program HE-9) that serves as a rent stabilization agreement between the City and mobile home park owners, implementation of the Mobile Home Rental Assistance Program (Program HE-10) that provides a monthly rental subsidy to low income mobile home households, and through the enforcement of Title 24 as it applies to mobile homes to ensure mobile homes meet applicable building code requirements.

Program HE-3: Condominium Conversion

Multi-family units make up approximately 30 percent of the housing stock; consequently, the City has a somewhat limited supply of apartment rentals. As a means of preserving the City's rental housing stock, the Condominium Conversion Ordinance regulates the conversion of apartments to condominiums, but establishes a maximum annual limit, defined as no more than one-half the number of multi-family rental dwellings added to the City's housing stock during the preceding year, for the number of multi-family rental units that may be converted to ownership type.

Funding Source: CDBG

Responsible Agency: Planning Department

Timeframe and Objectives:

- Ensure compliance with the City's Condominium Conversion Ordinance.
- Annually monitor the rate of conversion to determine if modifications to the ordinance are needed to maintain a healthy rental housing market.

Program HE-4: Mixed Use District

As part of the General Plan update the City designated additional properties within the Mixed Use District along Foothill Boulevard, the City's major east-west corridor. These Mixed Use land use designations became effective with the May 19, 2010 adoption of the Rancho Cucamonga General Plan Update. These areas will provide opportunities for additional residential development at densities up to 30 dwelling units per acre and have access to commercial services, medical services, community facilities, and employment opportunities. Additionally, these parcels provide opportunities for pedestrian friendly development, with convenient access to transportation, both public and private.

Funding Source: General Fund

Responsible Agency: Planning Department

Timeframe and Objectives:

- Utilize the Mixed Use District to provide development standards ranging from 14 to 30 dwelling units per acre.
- Utilize appropriate development standards to achieve 30 units per acre on the four identified Mixed Use District properties, potentially achieving 1,035 dwelling units on 34.5 acres of land.

Affordable Housing

GOAL HE-2: Provide housing opportunities that meet the needs of all economic segments of the community including very low, low-, and moderate-income households and special needs groups.

Objective HE-2.1: Protect and expand the range of housing opportunities available by location, price, and tenure to low- and moderate-income households.

Policy HE-2.1.1: Offer Development Agreements to provide incentives for the development of senior and/or family affordable multi-family rental units.

Policy HE-2.1.2: Implement the Affordable Housing Incentives/Density Bonus Provisions with for profit and non-profit developers to provide affordable housing opportunities.

Policy HE-2.1.3: Encouraging use of Federal 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 low-income households.

Policy HE-2.1.4 Support the Mobile Home Park Accord voluntary rent stabilization as a means of keeping rents at reasonable levels.

Objective HE-2.2: **Promote efforts to define both the size and composition of the homeless population in order to assess existing and future needs, and support a multi-jurisdictional comprehensive approach toward addressing those needs.**

Policy HE-2.2.1: Conduct an annual survey of area non-profit service providers in order to determine the homeless needs within the City.

Objective HE-2.3: **Assist providers of temporary emergency shelter and transitional housing opportunities.**

Policy HE-2.3.1: Assist the efforts of local organizations and community groups to provide temporary emergency shelters, transitional housing opportunities, and services to the City's homeless population.

Policy HE-2.3.2: Participate with adjacent communities toward the provision of a sub-regional shelter program and encourage the County to develop a comprehensive homeless program.

Objective HE-2.4: **Recognize the unique characteristics of elderly and handicapped households and address their special needs.**

Policy HE-2.4.1: Continue to allow for the establishment of second units on single-family residential lots to provide additional housing opportunities pursuant to State law and established zoning regulations.

Policy HE-2.4.2: Enforce and regulate the disabled accessibility and adaptability standards contained in Title 24 of the California and Uniform Building Codes as they apply to apartments, condominium, and townhouse projects.

Program HE-5: First Time Homebuyer Program

The First Time Homebuyer program, previously administered by the RDA, was available to income eligible applicants citywide. The program provided down payment loans up to a maximum of \$80,000, which were then recorded as a silent second. Participation was limited to those households at or below 90 percent of the AMI.

Funding Source: None

Responsible Agency: Planning Department

Timeframe and Objectives:

- Annually monitor the participation of all existing property owners assisted through the First Time Homebuyer program. As this activity was previously RDA funded, the continued monitoring of this program will not provide new funds or allow for new applicant participation.

Program HE-6: Neighborhood Stabilization Program

The Housing and Economic Recovery Act of 2008 (HERA) appropriated \$3.92 billion in emergency assistance for the redevelopment of abandoned and foreclosed homes and residential properties. Grants under the HERA are considered Community Development Block Grant (CDBG) funds and are implemented by HUD through the Neighborhood Stabilization Program. Rancho Cucamonga is a direct recipient of NSP funds and received \$2,133,397 to address foreclosure issues within the City. The City's NSP program operates two activities 1) an Acquisition/Rehabilitation and Resale – First Time Homebuyer Program where acquired properties will be available to households earning up to 120 percent of the AMI, and 2) an Acquisition/Rehabilitation and Reuse – Affordable Housing Program where acquired properties will be available to households earning below 50 percent of the AMI. These programs are available in selected census tracts experiencing a high foreclosure risk.

Funding Source: CDBG-NSP

Responsible Agency: Planning Department/RDA

Timeframe and Objectives:

- Acquire 12 properties for participation in the two NSP funded activities making 10 properties available through the Acquisition/Rehabilitation and Resale program and 2 properties available to local non-profit housing providers through the Acquisition/Rehabilitation and Reuse program.
- Implement program close out consistent with HUD's "Notice of Neighborhood Stabilization Program; Close Out Requirements and Recapture."

Program HE-7: Section 8

The HUD funded Section 8 program is administered by the Housing Authority of the County of San Bernardino (HACSB). HACSB provides rent subsidies to very low income households and elderly households who spend greater than 50 percent of their income on rent, live in substandard housing, or have been displaced. The subsidies represent the difference between 30 percent of the monthly income and housing payment standards established by HUD.

Housing vouchers are utilized by many extremely low income households in Rancho Cucamonga. The City will work with the HACSB to market the Section 8 program and improve its overall effectiveness.

Funding Source: HUD Section 8 Funds

Responsible Agency: Planning Department/HACSB

Timeframe and Objectives:

- Promote the use of Section 8 by making program information available at the public counter and community facilities. Encourage non-profit service providers to refer eligible clients to the Section 8 program for assistance.
- Coordinate with the HACSB to prioritize vouchers to be set aside for extremely low income households.
- Provide Section 8 information to owners of small rental properties to encourage acceptance of Section 8 vouchers.

Program HE-8: Mobile Home Accord

The Mobile Home Accord serves as a rent stabilization agreement between the City and the 8 mobile home park owners, which limits how much park owners can raise rents based on the Consumer Price Index. The Mobile Home Accord was renewed in 2009 for a 7-year participation agreement; all 8 mobile home parks within the City participate in the Accord.

Funding Source: None

Responsible Agency: Building and Safety Department

Timeframe and Objectives:

- Continue to administer the Mobile Home Accord.

Program HE-9: Mobile Home Rental Assistance Program

In June 2008, the RDA established a Mobile Home Rental Assistance Program that provides up to \$100 per month towards the rent of a mobile home space for households that are at or below 60 percent of the AMI and paying 30 percent or more of their income on housing. There were 122 households participating as of January 1, 2013.

Funding Source: Successor Agency

Responsible Agency: Planning Department

Timeframe and Objectives:

- Continue to administer and market the program to 100 households annually.
- Monitor the participation of all existing participants assisted through the program on a monthly basis. As this activity was previously RDA funded, the continued monitoring of this program will not provide new funds or allow for new applicant participation. As existing participants drop out of the program no new households will be permitted.

Program HE-10: Preservation of At-Risk Units

Five publicly assisted housing projects with a total of 265 units may be at-risk of losing rent subsidies or converting to market rate within the planning period of this Housing Element. Specifically, many households residing in publicly assisted housing are extremely low income households with limited housing opportunities elsewhere. To meet the needs of lower income households, the City must plan against the loss of existing affordable housing units.

Funding Source: General Fund

Responsible Agency: Planning Department

Timeframe and Objectives:

- Continue to keep in contact with the owners of projects with units due to convert to market rate to determine the status of projects with respect to the expiration of regulatory agreements.
- Continue to contact the owners of all units at risk and discussed options for retaining restricted affordable units.
- Work with private non-profit agencies interested in purchasing and/or managing units at-risk, including but not limited to 501(c)(3) Housing Development Corporations. On a case-by-case basis, provide technical assistance to these organizations with respect to organization and financing.
- On a case-by-case basis as opportunities arise, enter into agreements with property owners to preserve existing affordable housing units.

Program HE-11: Inclusionary Ordinance

Establish a Committee to evaluate the adoption of an Inclusionary Ordinance as a means to create opportunities for the development of affordable housing units.

Funding Source: General Fund

Responsible Agency: Planning Department

Timeframe and Objectives:

- Initiate a Committee to consider the feasibility of establishing an Inclusionary Ordinance as a means to create opportunities for the development of affordable housing units.
- The Committee may consider applicable housing element policy and program language that considers such program characteristics as the percentage of units that could be affordable in each income category, the duration of the affordability requirements, the availability of alternatives to the production of units (i.e., in lieu fees, land donation, etc.), and the date by which the City could consider the adoption of an implementing ordinance.
- The Committee may consider the characteristics of an Inclusionary Ordinance that could include a clear statement of the intent and purpose of the ordinance, findings that demonstrate the need for the ordinance, definitions of key terms (e.g., income levels, affordability, etc.), specific standards for determining compliance, eligibility for exceptions or alternatives, provisions for applying its provisions, and a system for enforcing and monitoring compliance.
- The requirements of a proposed Inclusionary Ordinance may be applicable when a property owner requests a property right to which they are not entitled, such as a zone change from a non-residential to a residential land use, or a residential density increase, for example, from Medium Residential to Medium-High Residential.

GOAL HE-3: Provide quality residential environments which contribute to a well-functioning community by ensuring residential development which is not only attractive in design, but which functions to protect the public safety and welfare, and provide benefits to the community.

Objective HE-3.1: Promote development techniques that foster a continued high quality of residential design and construction and ensure the appropriate development of hillside areas.

Policy HE-3.1.1: Continue to implement the Hillside Development Regulations to ensure that residential development is appropriate in the City's hillside areas.

Policy HE-3.1.2: Continue to evaluate residential projects for safety concerns, including lighting, pedestrian movements, parking lot configuration and design, as well as unit design and orientation, particularly with regard to multi-family development.

Policy HE-3.1.3: Promote the development of Crime Prevention through Environmental Design (CPTED) concepts to evaluate single-family and multi-family residential developments and write CPTED design guidelines to improve the safety of new residential developments.

Program HE-12: Hillside Development Regulations

Recognizing the unique characteristics of the hillside areas, the City adopted Hillside Development Regulations to ensure that any residential development on slopes 8 percent and greater was appropriate to the carrying capacity of the land. Regulations were established to avoid development in environmentally sensitive areas, minimize adverse grading impacts through architectural and structural techniques, and preserves natural landform characteristics.

Funding Source: General Fund

Responsible Agency: Planning Department/Building and Safety Department

Timeframe and Objectives:

- Continue to monitor residential development on slopes 8 percent and greater for compliance with the Hillside Development Regulations.
- Continue to evaluate and improve hillside development processing procedures to facilitate residential development in hillside areas.

Program HE-13: Crime Prevention Through Environmental Design

Crime Prevention through Environmental Design (CPTED) is an approach to deterring criminal behavior through environmental design and development of the built environment. CPTED strategies are based on the principal that proper design and the effective use of the built environment can reduce potential for criminal activity and improve the quality of life.

Funding Source: General Fund

Responsible Agency: Planning Department

Timeframe and Objectives:

- When funding resources become available, establish CPTED concepts to evaluate single-family and multi-family developments and write CPTED guidelines to improve the safety of new residential developments.
- Add to the Planning Department work program and complete when funding sources become available.

GOAL HE-4: Conserve and improve the existing housing stock, including structures of historic significance, and eliminate the causes and spread of blight by encouraging the investment of public and private funds in housing rehabilitation and public improvements.

Objective HE-4.1: Recognize the unique contribution to the City's heritage by historic structures and develop programs to encourage the preservation and maintenance of these structures.

Policy HE-4.1.1: Encourage rehabilitation and preservation of historic residences through participation in Mills Act contracts.

Objective HE-4.2: Promote the revitalization and rehabilitation of substandard residential structures.

Policy HE-4.2.1: Evaluate and identify areas of the City with concentrations of older or deteriorating housing units which may be targeted for rehabilitation and improvement programs.

Policy HE-4.2.2: Continue to implement the Home Improvement Program administering grants to lower income single-family home owners and mobile home owners for minor housing needs.

Policy HE-4.2.3: Continue to implement the Home Improvement Program administering deferred interest loans to lower income households, excluding mobile homes.

Objective HE-4.3: Promote efforts to ensure that all neighborhoods of the City have adequate public/community facilities and services.

Policy HE-4.3.1: Provide public improvements/community facilities such as street improvements, streetlights, sidewalks, parkway landscaping, as well as park facilities in qualified target areas.

Objective HE-4.4: Promote the maintenance of existing housing in sound condition.

Policy HE-4.4.1: Utilize concentrated Code Enforcement programs to target specific areas or problems when the need and community support warrants such activity.

Policy HE-4.4.2: Develop an outreach referral program to encourage property owners with structural and/or maintenance problems to seek assistance under the CDBG Home Improvement Program.

Program HE-14: Homeowner Rehabilitation Programs

The City of Rancho Cucamonga offers a number of programs to assist homeowners, both single-family and mobile homes, maintain and improve their homes:

- **Home Improvement Program (CDBG Grants):** This program provides a grant up to \$7,500 to income eligible low income households to make necessary health, safety, and code related repairs. Eligible properties include single-family homes, mobile homes, townhomes, and condominiums and the units

must be owner occupied. This program may be utilized in conjunction with the loan program (see below) if the cost of repairs exceeds the maximum grant amount.

- **Home Improvement Program (CDBG Loans):** This revolving loan program provides a deferred payment loan up to \$30,000 to income eligible low income households to make necessary health, safety, code related, and cosmetic repairs depending on fund availability. Eligible properties include single-family homes, townhomes, and condominiums and the unit must be owner occupied. The loans are zero interest, subordinate to the primary loan, and are repaid on the sale or refinance of the property.
- **Home Improvement Program (EECBG Loans):** This revolving loan program provides a deferred payment loan up to \$10,000 to income eligible low income households to make necessary energy efficiency and energy conservation repairs. Eligible properties include single-family homes, townhomes, and condominiums and the unit must be owner occupied. The loans are zero interest, subordinate to the primary loan, and are repaid on the sale or refinance of the property. This loan program is funded by the American Recovery and Reinvestment Act of 2009 and is distributed through the U.S. Department of Energy.

Funding Source: CDBG/EECBG

Responsible Agency: Planning Department

Timeframe and Objectives:

- Assist 40 households annually through the Home Improvement Program.
- Continue to promote the availability of these funding opportunities through occasional articles in the "Grapevine", a quarterly publication by the Community Services Department, announcements on the local public access channel RCTV-3, and program information and applications at the Planning Department public counter, and various community facilities.

Program HE-15: Mills Act Contracts

The Mills Act, under State law, enables the owner of a "qualified historic property," to enter into an agreement with the City to preserve, rehabilitate, and maintain the historic property in return for a reduction in property taxes under the Revenue and Taxation Code Section 439. The money saved from the reduced property tax will be available to maintain and restore the historic property, thereby benefiting the owner as well as the community.

Funding Source: General Fund

Responsible Agency: Planning Department

Timeframe and Objectives:

- Monitor existing Mills Act contracts and promote the program to assist in the preservation of historic resources.

Program HE-16: Code Enforcement

The Building and Safety Department Code Enforcement Division has initiated proactive neighborhood conservation programs focusing on specific neighborhoods which, though sound, are beginning to show signs of deterioration. Programs include community education, neighborhood cleanups, yard maintenance, and abandoned vehicle abatement. Focus neighborhoods are often low-income neighborhoods eligible for CDBG funding.

Funding Source: General Fund

Responsible Agency: Building and Safety Department

Timeframe and Objectives:

- Continue to support the bi-annual neighborhood cleanup events within the focus neighborhoods assisting approximately 200 households.

Program HE-17: Graffiti Removal

The Public Works Services Department provides graffiti removal services in Low/Mod Area (LMA) eligible Census Tract Block Groups. The graffiti removal program removes incidences of graffiti from public property within the designated target areas.

Funding Source: General Fund/CDBG

Responsible Agency: Public Works Services Department

Timeframe and Objectives:

- Continue to provide graffiti removal services to the residents of LMA eligible Census Tract Block Groups within the City.

GOAL HE-5: Where possible, eliminate governmental constraints.

Objective HE-5.1: Promote efforts 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.

Policy HE-5.1.1: Periodically review and update the City's fee schedule and the methodology on which the fees are based in order to determine the necessary costs for providing adequate public services and public improvements to ensure the continued health, safety, and welfare of the community.

Policy HE-5.1.2: Continue to facilitate the development review process through multiple techniques, including staff assistance, public information, articles in the City's newsletter, informal meetings with applicants, Preliminary Review applications to address technical issues, and Pre-Application Review to address policy issues.

Policy HE-5.1.3: Continue to 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.

Program HE-18: Housing for Persons with Special Needs

The City of Rancho Cucamonga recognizes the need for a wide range of housing options to meet the varied needs of all segments of the community, including seniors, persons with disabilities, female-headed households, large households, homeless, students, and farmworkers. To encourage and facilitate the development of housing for persons with special needs, the City amended the Development Code to establish definitions and land use criteria for the development of Residential Care Facilities, Emergency Shelters, Transitional Housing, Supportive Housing, and Single-Room Occupancy units.

Funding Source: General Fund and CDBG

Responsible Agency: Planning Department

Timeframe and Objectives:

- Continue to fund a wide variety of nonprofit organizations providing services for homeless people, and those at risk of homelessness, through the Consolidated Plan process.
- Amend the Development Code within twelve months of adopting the Housing Element to address special needs housing.
- Amend the Development Code to permit emergency shelters "by-right" (without a Conditional Use Permit (CUP) or other discretionary approval) in the General Commercial (GC) District subject to the same development standards as other uses in the same zone and provide management and operation allowed by SB 2.

Program HE-19: Regulatory Incentives

The City approves General Plan Amendments, Development Code Amendments, Conditional Use Permits, Variances, Minor Exceptions, and Density Bonuses where appropriate to facilitate quality housing that furthers City goals.

Funding Source: General Fund

Responsible Agency: Planning Department

Timeframe and Objectives:

- Continue to approve General Plan Amendments, Development Code Amendments, Conditional Use Permits, Variances, Minor Exceptions, and Density Bonuses as appropriate while balancing the goal of preserving established residential neighborhoods.

Program HE-20: Financial Incentives

The City encourages and facilitates the construction of affordable senior and family housing projects. Financial assistance has included multiple-family revenue bonds, housing grants, low interest loans, and reductions in development impact fees where feasible. Housing developers have utilized these financial incentives to leverage and obtain funding sources, such as Low Income Housing Tax Credits. Taken together, the combination of public and private financing sources allows developers to secure lower interest rate loans. The City will continue to offer financial incentives for housing projects that address unmet needs in the community and seek creative means to further increase funding for housing.

Funding Source: General fund/private financing

Responsible Agency: Planning Department

Timeframe and Objectives:

- Assist as appropriate the construction of affordable housing projects that address the City's housing needs.
- Seek opportunities to leverage housing resources with those of for-profit groups, developers, and nonprofit groups in the community.
- Prioritize RDA funds for projects that include components for extremely low income households and large households.

Program HE-21: Permit Processing

Delays in the development review process, such as plan checking and permit processing, may increase the holding cost of development. Complicated review procedures may also discourage development, especially by affordable housing and special needs housing developers. To facilitate residential development, the City provides development Pre-Application Review and Preliminary Review procedures to simplify and expedite development processing.

Funding Source: General Fund

Responsible Agency: Planning Department

Timeframe and Objectives:

- Continue to evaluate and improve the permit processing procedures to facilitate residential development.
- Within twelve months of the adoption of the Housing Element, revise the development review process to establish fast-tracking procedures for those residential development projects that include housing for large households and lower income households, especially extremely low income households.

Program HE-22: Development Fees

The City charges various fees and assessments to cover the cost of processing permits and provide services and facilities to the project. These fees contribute to the cost of housing and are ultimately passed on from the housing developer to the consumer. The City may utilize RDA or other funds to offset the fees associated with the development of affordable and special needs housing.

Funding Source: HOME and CDBG

Responsible Agencies: Planning Department

Timeframe and Objectives:

- Pursue the availability of additional funds for infrastructure improvements needed to support affordable and special needs housing.
- Pursue the establishment of development fee waivers and development fee deferrals for those residential development projects that include housing for large households and lower income households, especially extremely low income households.

Program HE-23: Analyze Development Fees on the Supply and Affordability of Housing

The City will analyze the impacts of increased development fees on the supply and affordability of housing and commit to biennial monitoring. As part of the outreach, the City will work with both for- and non-profit developers, and in particular, will consider the cumulative costs of increased fees from the 2004 Fee Study given the costs associated with optional development standards required to achieve maximum densities on properties within the High (H) Residential District. Based on the results of this analysis, staff will recommend to the City Council actions necessary to mitigate any identified constraints including allowing payment of fees upon certificate of occupancy,

rather than prior to building permit issuance to reduce developer construction financing costs and overall development costs for housing affordable to lower-income households.

Funding Source: General Fund

Responsible Agencies: Planning Department

Timeframe and Objectives:

- Within twelve months of the adoption of the Housing Element, analyze the impacts of increased development fees on the supply and affordability of housing and commit to biennial monitoring.
- Promote the financial feasibility of development affordable to lower income households.

Equal Housing Opportunity

GOAL HE-6: Promote equal housing opportunities for all economic segments of the community regardless of race, sex, or religion.

Objective HE-6.1: Pursue programs that will reduce the incidence of housing discrimination within the City.

Policy HE-6.1.1: 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.

Policy HE-6.1.2: Promote the provisions of disabled-accessible units and housing for the mentally and physically disabled.

Program HE-24: Fair Housing

The City of Rancho Cucamonga is committed to furthering and improving fair housing opportunities so that all persons have the ability to find suitable housing in the community. To achieve fair housing goals, the City contracts with the Inland Fair Housing and Mediation Board to provide fair housing services and landlord/tenant counseling services, including education, counseling, mediation, outreach, and legal compliance. The City periodically prepares the required Analysis of Impediments to Fair Housing Choice, to document the City's progress in improving and maintaining fair housing opportunities. The City also prepares, as required by Federal law, housing planning documents and progress toward fair housing goals set forth in the CDBG Consolidated Plan.

Funding Source: CDBG

Responsible Agency: Planning Department

Timeframe and Objectives:

- Continue to contract with local fair housing providers to provide educational, advocacy, and mediation services for the City.
- Continue to provide fair housing and landlord/tenant counseling resources on the City website and make fair housing and landlord/tenant counseling brochures available at public counters and community facilities.
- Continue to periodically prepare an Analysis of Impediments to Fair Housing Choice and implement its findings.



Appendix D: Glossary

R A N C H O C U C A M O N G A G E N E R A L P L A N

Abbreviations

AAQS: Ambient Air Quality Standards	GMI: Gross Monthly Income
ADT: Average Daily Trips	HAP: Housing Assistance Plan
AFSS: Alluvial Fan Sage Scrub	HCD: Housing and Community Development Department of the State of California.
ALS: Advanced Life Support	HHW: Household Hazardous Waste
BMR: Below-market-rate dwelling unit	HOV: High Occupancy Vehicle
BRT: Bus Rapid Transit	HUD: U.S. Department of Housing and Urban Development
CAL Fire: California Department of Forestry and Fire Prevention	JPA: Joint Powers Authority
CC&Rs: Conditions, Covenants, and Restrictions	LAFCO: Local Agency Formation Commission
CDBG: Community Development Block Grant	LHA: Local Housing Authority
CEQA: California Environmental Quality Act	LOS: Level of Service
CERCLA: Comprehensive Environmental Response, Compensation, and Liability Act	NEPA: National Environmental Policy Act
CERT: Community Emergency Response Training	NPS: National Park Service
CHBC: California Historical Building Code	OPR: Governor's Office of Planning and Research, State of California
CHFA: California Housing Finance Agency	PUD: Planned Unit Development
CIP: Capital Improvements Program	RCFPD: Rancho Cucamonga Fire Protection District
CLG: Certified Local Government	SANBAG: San Bernardino Associated Governments
CMP: Congestion Management Plan	SBCSD: San Bernardino County Sheriff's Department
CNEL: Community Noise Equivalent Level	SCAG: Southern California Association of Governments
COG: Council of Governments	SCAQMD: South Coast Air Quality Management District
CPTED: Crime Prevention Through Environmental Design	SEMS: Standardized Emergency Management System
CRA: Community Redevelopment Agency	TDM: Transportation Demand Management
CVWD: Cucamonga Valley Water District	TDR: Transfer of Development Rights
dB: Decibel	TOD: Transit-Oriented Development
EIR: Environmental Impact Report (State)	TSM: Transportation Systems Management
EIS: Environmental Impact Statement (Federal)	UBC: Uniform Building Code
EMS: Emergency Medical Services	UHC: Uniform Housing Code
EOC: Emergency Operations Center	VMT: Vehicle Miles Traveled
EPA: Environmental Protection Agency	WUI: Wildland Urban Interface
FAR: Floor-Area Ratio	
FEMA: Federal Emergency Management Agency	
FIRM: Flood Insurance Rate Map	

Definitions

Acceptable Risk: A hazard that is deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from “near zero” for nuclear plants and natural gas transmission lines to “moderate” for open-space, ranches, and low-intensity warehouse uses.

Acres, Gross: The entire acreage of a site. Gross acreage is calculated to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net: The portion of a site that can actually be built upon. The following are not included in the net acreage of a site: public or private road rights-of-way, public open-space, and flood ways.

Adaptive Reuse: The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Affordable Housing: Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household’s ability to make monthly payments necessary to obtain housing. “Affordable to low- and moderate-income households” means that at least 20 percent of the units in a development will be sold or rented to lower-income households, and the remaining units to either lower- or moderate-income households. Housing units for lower-income households must sell or rent for a monthly cost not greater than 30 percent of 60 percent of area median income as periodically established by HCD. Housing units for moderate income must sell or rent for a monthly cost not greater than 30 percent of area median income.

Alluvial Fan: A low, outspread, relatively flat to gently sloping mass of alluvium that is shaped like an open fan. Commonly deposited by a stream at the place where it issues from a narrow mountain valley upon a plain or broad valley. Other terms that are generally synonymous with alluvial fan are bajada (coalesced alluvial fans) and piedmont slope (broad gently sloping surface mantled by relatively thin alluvium).

Alluvial Fan Sage Scrub (AFSS): A distinctive and rare natural habitat that occurs in washes and on gently sloping alluvial fans at the base of the San Gabriel Mountains. AFSS is primarily restricted to floodplain habitats containing riverine cobbles, boulders, and sand. These areas apparently flood only occasionally (every five to 10 years); therefore, many upland species become established in the streamside habitat. The occasional flooding and sediment reworking, however, is the driving force that maintains this vegetation type.

Alluvium: Loose sediment composed of clay, silt, sand, gravel, and/or larger rocks. Material is transported from highland areas (hills and mountains) and deposited in low areas by streams.

Alquist-Priolo Earthquake Fault Zoning Act: California seismic zoning act passed in 1972 in response to the 1971 San Fernando earthquake in order to prevent building across the traces of active faults. The act establishes **Earthquake Fault Zones**, which are regulatory zones around active faults. Before a project can be permitted, cities and counties must require a geologic investigation within an

Earthquake Fault Zone to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet).

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annexation: To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Architectural Control: Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review")

Architectural Review: See "Architectural Control."

Arterial Highway: Medium to higher speeds (30 to 55 miles per hour), medium to higher capacity (10,000-50,000 average daily trips) roadway that provides intra- and inter-community travel and access to the regional highway and freeway system. Access to community arterials should be provided at collector roads and local streets, discouraging direct access from parcels to existing arterials.

Assessment District: See "Benefit Assessment District."

Assisted Housing: Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal §8 (new construction, substantial rehabilitation, and loan management set-asides), Federal §§ 213, 236, and 202, Federal §221(d)(3) (below-market interest rate program), Federal §101 (rent supplement assistance), CDBG, FmHA §515, multi-family mortgage revenue bond programs, local redevelopment and *in lieu* fee programs, and units developed pursuant to local inclusionary housing and density bonus programs.

Attainment: Compliance with State and federal ambient air quality standards within an air basin. (See "Non-attainment")

Base Flood: In any given year, a 100-year flood that has a one percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Below-market-rate (BMR): (1) Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards for determining which households qualify as "low income" or "moderate income." (2) The financing of housing at less than prevailing interest rates.

Benefit Assessment District: An area within a public agency's boundaries that receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no independent life; it is strictly a financing

mechanism for providing public infrastructure as allowed under various statutes. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefiting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Bicycle Lane (Class II facility): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bicycle Street (Class III facility): A facility shared with motorists and identified by both signs and pavement markings.

Bikeways: A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Bioswale: Landscape elements designed to remove silt and pollution from surface runoff water. They consist of a swaled drainage course with gently sloped sides and filled with vegetation, compost, and/or riprap. The water's flow path is designed to maximize the time water spends in the swale, which aids the trapping of pollutants and silt.

Biotic Community: A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Blight: A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Blueline Stream: A watercourse shown as a blue line on a U.S. Geological Service topographic quadrangle map.

Bog: See "Peat Bog"

Bond: An interest-bearing promise to pay a stipulated sum of money, with the principal amount due on a specific date. Funds raised through the sale of bonds can be used for various public purposes.

Brownfield: An area with abandoned, idle, or under-used industrial and commercial facilities where expansion, redevelopment, or reuse is complicated by real or perceived environmental contamination. (See also "Greenfield")

Buffer Zone: (1) An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other. (2) An area of reduced vegetation that creates a barrier separating wildlands from vulnerable residential or business developments. This barrier is similar to a greenbelt in that it is usually used for another purpose such as agriculture, recreation areas, parks, or golf courses.

Buildout, Build-out: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See "Carrying Capacity [3]")

Bus Rapid Transit: BRT combines the quality of rail transit and the flexibility of buses. It can operate on bus lanes, HOV lanes, expressways, or ordinary streets. A BRT system combines a simple route layout, frequent service, limited stops, Intelligent Transportation Systems technology, passenger information systems, traffic signal priority for transit, cleaner and quieter vehicles, rapid and convenient fare collection, high-quality passenger facilities, and integration with land use policy.

California Environmental Quality Act (CEQA): A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

California Housing Finance Agency (CHFA): A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low- and moderate-income housing.

California Register of Historical Resources: A listing of archaeological and historic resources that meet the criteria for designation on the State register.

Caltrans: California Department of Transportation.

Capital Improvements Program (CIP): A program established by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carrying Capacity: Used in determining the potential of an area to absorb development: (1) The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. (3) The maximum level of development allowable under current zoning. (See "Buildout")

Channelization: (1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

Climate Change (see also Global Warming): Climate change refers to any significant change in measures of climate (such as temperature, precipitation or wind) lasting for an extended period (decades or longer). Climate change may result from:

- Natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun
- Natural processes within the climate system (e.g., changes in ocean circulation)

- Human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization and desertification)

Clustered Development: Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open-space area.

Collector: Relatively-low-speed (25 to 30 mph), relatively low volume (5,000 to 20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Community Care Facility: Elderly housing licensed by the State Health and Welfare Agency, Department of Social Services typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care.

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park: Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Community Redevelopment Agency (CRA): A local agency created under California Redevelopment Law (Health & Safety Code §33000, et. seq.), or a local legislative body that has been elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The Redevelopment Agency's plans must be compatible with adopted community general plans.

Complete Streets: Roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street.

Composting: The controlled microbial decomposition of organic matter (such as food scraps and yard trimmings) in the presence of oxygen into a humus- or soil-like material.

Concurrency: Installation and operation of facilities and services needed to meet the demands of new development simultaneous with the development.

Condominium: A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.

Congestion Management Plan (CMP): A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/ housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development.

Consistency, Consistent With: Free from significant variation or contradiction. The various diagrams, text, goals, policies, and programs in the general plan must be consistent with each other, not contradictory or preferential. The term “consistent with” is used interchangeably with “conformity with.” California law also requires that a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the zoning ordinance. As a general rule, an action program or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

Covenants, Conditions, and Restrictions (CC&Rs): A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

Critical Facility: Facilities housing or serving many people that are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility “lifeline” facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac: A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cultural Arts: The transformation and collaboration of different art forms. The term embodies creative thinking and critique, which encompasses the analyses of contemporary visual culture alongside other art forms (i.e. visual art, literature, music, theatre, film, dance, and others).

dBA: The “A-weighted” scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually 10 times more intense.

dB (Decibel): A unit used to express the relative intensity of a sound as it is heard by the human ear.

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are incorporated into conditions for approval of a development.

Dedication, In lieu of: Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Defensible Space: An area, either natural or manmade, where material capable of causing a fire to spread has been treated, cleared, reduced, or changed in order to provide a barrier between an advancing wildland fire and the loss to life, property, or resources. In practice, defensible space is defined as an area with a minimum of 100 feet around a structure that is cleared of flammable brush or vegetation. Distance from the structure and the degree of fuel treatment varies with vegetation type, slope, density, and other factors.

Deficiency Plan: An action program for improving or preventing the deterioration of level of service on the Congestion Management Agency street and highway network.

Density Bonus: The allocation of development rights that allows a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned. Under Government Code Section 65915, a housing development that provides 20 percent of its units for lower-income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus and other concessions.

Density, Employment: A measure of the number of employed persons per specific area (for example, employees/acre).

Density, Residential: The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See “Acres, Gross,” and “Developable Acres, Net”)

Design Control: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. “*Design Control*” requires that certain specific things be done and that other things not be done. Design control language is most often found within a zoning ordinance. “*Design Review*” usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See “Architectural Control”)

Design Review: See “Design Control.”

Detention Dam/Basin/Pond: Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate that will not exceed the carrying capacity of the channel downstream. Often, the basins are planted with grass and used for open-space or recreation in periods of dry weather. The other type, most often called a **Retention Pond**, allows for water to be held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a **Water-Spreading Dam** or **Dike** because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called **Debris Dams**.

Developable Acres, Net: The portion of a site that can be used for density calculations. Public or private road rights-of-way and flood control channels are not included in the net developable acreage of a site.

Developable Land: Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Development Agreement: A legislatively-approved contract between a jurisdiction and a person having legal or equitable interest in real property within the jurisdiction (California Government Code §65865 et. seq.) that “freezes” certain rules, regulations, and policies applicable to development of a property for a specified period of time, usually in exchange for certain concessions by the owner.

Development Fee: See “Impact Fee.”

Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Earthquake Fault Zone: See “Alquist-Priolo Earthquake Fault Zoning Act.”

Easement: Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation: A tool for acquiring open-space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land) or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future).

Elderly: Persons age 62 and older. (See “Seniors” and “Older Adults”)

Elderly Housing: Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them.

Emergency Shelter: A facility that provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs. (See “Transitional Housing”)

Eminent Domain: The right of a public entity to acquire private property for public use by condemnation and the payment of just compensation.

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species: A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environment: CEQA defines environment as “the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance.”

Environmental Impact Report (EIR): A report required pursuant to the California Environmental Quality Act which assesses all the environmental characteristics of an

area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See “California Environmental Quality Act”)

Environmental Impact Statement (EIS): Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions that significantly affect the environment.

Erosion: (1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Ethanol: A clear, colorless, flammable oxygenated hydrocarbon. Ethanol is typically produced chemically from ethylene, or biologically from fermentation of various sugars from carbohydrates found in agricultural crops and cellulosic residues from crops or wood. It is used in the United States as a gasoline octane enhancer and oxygenate (blended up to 10 percent concentration). Ethanol can also be used in high concentrations (E85) in vehicles designed for its use.

Exaction: A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils: Soils that swell when they absorb water and shrink as they dry.

Fair Market Rent: The rent, including utility allowances, determined by the U.S. Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Family: (1) Two or more persons related by birth, marriage, or adoption (U.S. Bureau of the Census). (2) An individual or a group of persons living together who constitute a *bona fide* single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind (California).

Fault: A fracture in the Earth’s crust forming a boundary between rock masses that have shifted.

Feasible: Capable of being accomplished in a successful manner within a reasonable time taking into account economic, environmental, social, and technological factors.

Fiscal Impact Analysis: A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Flood, 100-Year: The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floodplain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the floodplain subject to a one percent

chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floodplain Fringe: All land between the floodway and the upper elevation of the 100-year flood.

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor-Area Ratio (FAR): The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net square feet of land area, an FAR of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 square feet of floor area; an FAR of 2.0 would allow 20,000 square feet; and an FAR of 0.5 would allow only 5,000 square feet. FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Freeway: A high-speed, high-capacity, limited-access road serving regional and county-wide travel. Such roads are free of tolls, as contrasted with "turnpikes" or other "toll roads." Freeways generally are used for long trips between major land use generators. At Level of Service E they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

Global Warming (see also Climate Change): An increase in the average temperature of the atmosphere near the Earth's surface and in the troposphere, which can contribute to changes in global climate patterns. Global warming can occur from a variety of causes, both natural, and human-induced. In common usage, "global warming" often refers to the warming that can occur as a result of increased emissions of greenhouse gases from human activities. (Source: U.S. Environmental Protection Agency)

Granny Flat: See "Second Unit."

Green Building: The practice of increasing the efficiency with which buildings and their sites use and harvest energy, water, and materials, and reducing building impacts on human health and the environment through better siting, design, construction, operation, maintenance, and removal—the complete building life cycle.

Greenfield: Used to describe a piece of previously undeveloped land, in a city or rural area, either currently used for agriculture or landscape design, or just left to nature. (See also "Brownfield")

Greenhouse Gases: Gases in the Earth's atmosphere that produce the greenhouse effect. Changes in the concentration of certain greenhouse gases, due to human activity such as fossil fuel burning, increase the risk of global climate change. Greenhouse gases include water vapor, carbon dioxide, methane, nitrous oxide, halogenated fluorocarbons, ozone, perfluorinated carbons, and hydrofluorocarbons.

Ground Failure: Ground movement or rupture caused by strong shaking during an earthquake. Includes landslide, lateral spreading, liquefaction, and subsidence.

Ground Shaking: Ground movement resulting from the transmission of seismic waves during an earthquake.

Groundwater: Water under the Earth’s surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge: The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage (“aquifers”).

Growth Management: The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See “Congestion Management Plan”)

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

Hazardous Material: Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Healthy RC: Healthy RC is a brand and a lifestyle that promotes a positive physical, social, and economic environment for all people who live, work, and play in Rancho Cucamonga.

High Occupancy Vehicle (HOV): Any vehicle other than a driver-only automobile (e.g., a vanpool, a bus, or two or more persons to a car).

High-rise: A multi-storied building of offices and/or residential units of moderate height, typically greater than six stories. (See “Mid-rise”)

Historic Preservation: The maintenance of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Household: All those persons (related or unrelated), who occupy a single housing unit.

Households, Number of: The count of all year-round housing units occupied by one or more persons. The concept of *household* is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing and Community Development Department (HCD): The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing and Urban Development, U.S. Department of (HUD): A cabinet-level department of the federal government that administers housing and community development programs.

Housing Authority, Local (LHA): Local housing agency established in State law, subject to local activation and operation. Originally intended to manage certain federal subsidies, but vested with broad powers to develop and manage other forms of affordable housing.

Housing Unit: The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See “Dwelling Unit” “Family” and “Household”)

Impact Fee: A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. Section 66000, et seq., specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impervious Surface: Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Inclusionary Zoning: Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low- and low- income households for a specified period.

Incubator Space: Retail or industrial space that is affordable to new, low-margin businesses.

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into “heavy industrial” uses, such as construction yards, quarrying, and factories, and “light industrial” uses, such as research and development and less-intensive warehousing and manufacturing.

Infill Development: Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure: Public services and facilities, such as sewage disposal systems, water-supply systems, other utility systems, and roads.

In-Lieu Fee: See “Dedication, In lieu of.”

Institutional Uses: (1) Publicly or privately owned and operated activities such as hospitals, convalescent hospitals, intermediate care facilities, nursing homes, museums, and schools and colleges; (2) religious organizations; and (3) other non-profit activities of a welfare, educational, or philanthropic nature that cannot be considered residential, commercial, or industrial. (See “Public and Quasi-public Facilities”)

Intensity, Building: For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, the actual or the maximum permitted floor-area ratios.

Inter-agency: Indicates cooperation between or among two or more agencies in regard to a specific program.

Interest, Fee: Entitles a land owner to exercise complete control over use of land, subject only to government land use regulations.

Interest, Less-than-fee: The purchase of interest in land rather than outright ownership; includes the purchase of development rights via conservation or open-space. (See “Lease,” and “Leasehold Interest”)

Issues: Important unsettled community matters or problems that are identified in the General Plan and dealt with by the Plan’s objectives, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio: The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Joint Powers Authority (JPA): A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Land Banking: The purchase of land by a local government for use or resale at a later date. “Banked lands” have been used for development of low- and moderate-income housing, expansion of parks, and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.

Landmark: (1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Land Use Classification: A system for classifying and designating the appropriate use of properties.

Lateral Spreading: Lateral movement of soil, often as a result of liquefaction during an earthquake.

Ldn: Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Lease: A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Leasehold Interest: (1) The interest that the lessee has in the value of the lease itself in condemnation award determination. (2) The difference between the total remaining rent under the lease and the rent the lessee would currently pay for similar space for the same time period.

Leq: The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a “dosage” type measure and

is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (LOS) Standard: A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the performance of a facility, such as a street or highway.

Level of Service (LOS) (Traffic): A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

- **Level of Service A:** Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.
- **Level of Service B:** Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.
- **Level of Service C:** Denotes a reasonably steady, highvolume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.
- **Level of Service D:** Designates the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.
- **Level of Service E:** Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, longstanding queues, and blocked intersections.
- **Level of Service F:** Describes unsatisfactory stop-and-go traffic characterized by “traffic jams” and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and “upstream” intersections may be blocked by the long queues.

Linkage: With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction: The transformation of loose sediment or soil into a fluid state as a result of increasing the pressure of the fluid in between the grains due to strong ground shaking. Liquefaction typically occurs in poorly consolidated, water-saturated sediment. Liquefaction can cause significant earthquake-related damage because structures located on ground that liquefies can collapse or sink into the ground

Live-Work Quarters: Buildings or spaces within buildings that are used jointly for commercial and residential purposes, where the residential use of the space is secondary or accessory to the primary use as a place of work.

Local Agency Formation Commission (LAFCO): A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county’s LAFCO is

empowered to approve, disapprove, or conditionally approve such proposals. The LAFCO members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCOs include two representatives of special districts.

Local Responsibility Area: Lands in which the financial responsibility of preventing and suppressing fires is primarily the responsibility of the local jurisdiction.

Low-income Household: A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development for the Section 8 housing program.

Low-income Housing Tax Credits: Tax reductions provided by the federal and State governments for investors in housing for low-income households.

Manufactured Housing: Residential structures that are constructed entirely in the factory and which, since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development. (See “Mobile Home” and “Modular Unit”)

Median Strip: The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mercalli Intensity Scale: A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Mid-rise: A multi-storied building of offices and/or residential units of moderate height, typically four to six stories. (See “High-rise”)

Minipark: Small neighborhood park of approximately one acre or less.

Mixed-Use: Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties.

Mobile Home: A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park. (See “Manufactured Housing” and “Modular Unit”)

Moderate-income Household: A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development for the Section 8 housing program. (See “Low-income Household”)

Modular Unit: A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. Differs from mobile homes

and manufactured housing by (in addition to lacking an integral chassis or permanent hitch to allow future movement) being subject to California housing law design standards. California standards are more restrictive than federal standards in some respects (e.g., plumbing and energy conservation). Also called **Factory-built Housing** and regulated by State law of that title. (See “Mobile Home” and “Manufactured Housing”)

Multi-Modal: A transportation system consists of all urban transportation modes including walking, bicycling, public transit, private automobiles, and trucks.

Multiplier Effect: The recirculation of money through the economy multiplies its impact on jobs and income. For example, money paid as salaries to industrial and office workers is spent on housing, food, clothes and other locally available goods and services. This spending creates jobs in housing construction, retail stores (e.g., grocery and drug stores) and professional offices. The wage paid to workers in those industries is again re-spent, creating still more jobs. Overall, one job in basic industry is estimated to create approximately one more job in non-basic industry.

Municipal Services: Services traditionally provided by local government, including water and sewer, roads, parks, schools, and police and fire protection.

National Ambient Air Quality Standards: The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA): An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program: A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act: A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places: The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation’s history or whose artistic or architectural value is unique.

Natural State: The condition existing prior to development.

Neighborhood: A planning area commonly identified as such in the City’s planning documents, and by the individuals residing and working within the neighborhood. Documentation may include a map prepared for planning purposes, on which the names and boundaries of the neighborhood are shown.

Neighborhood Park: City- or county-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park. Neighborhood parks are typically 5 to 10-acres.

Neighborhood Unit: According to one widely-accepted concept of planning, the neighborhood unit should be the basic building block of the city. It is based on the elementary school, with other community facilities located at its center and arterial streets at its perimeter. The distance from the school to the perimeter should be a comfortable walking distance for a school-age child; there would be no through traffic

uses. Limited industrial or commercial would occur on the perimeter where arterials intersect. This was a model for American suburban development after World War II.

Noise: Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is “unwanted sound.”

Noise Attenuation: Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-attainment: The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality. (See “Attainment”)

Non-conforming Use: A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. “Non-conforming use” is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land.

Older Adults: Persons age 62 and older. (See “Elderly” and “Seniors”)

Open Space Land: Any parcel or area of land or water that is essentially unimproved and devoted to an open-space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Outdoor Recreation Use: A privately or publicly owned or operated use providing facilities for outdoor recreation activities.

Overlay: A land use designation on the General Plan Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Parcel: A lot in single ownership or under single control, usually considered a unit for purposes of development.

Parking Area, Public: An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Area, Shared: A public or private parking area used jointly by two or more uses.

Parking Management: An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, non-peak period users, and short-term users. (See “High Occupancy Vehicle” and “Transportation Demand Management”)

Parking Ratio: The number of parking spaces provided per 1,000 square of floor area (e.g., 2:1 or “two per thousand.”)

Park Land, Parkland: Land that is publicly owned or controlled for the purpose of providing parks, recreation, or open space for public use.

Parks: Open-space lands whose primary purpose is recreation. (See “Open-Space Land,” “Community Park,” and “Neighborhood Park”)

Parkway: An expressway or freeway designed for noncommercial traffic only; usually located within a strip of landscaped park or natural vegetation.

Parkway Strip: A piece of land located between the rear of a curb and the front of a sidewalk, usually used for planting low ground cover and/or street trees; also known as “planter strip.”

Peat Bog: A type of wetlands with poor drainage that accumulates acidic peat, a deposit of dead plant material. Peat bogs are fed by rainwater and the soil builds up its own water table and acidity.

Performance Standards: Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Plan Line: A precise line that establishes future rights-of-way along any portion of an existing or proposed street or highway and which is depicted on a map showing the streets and lot line or lines and the proposed right-of-way lines, and the distance thereof from the established centerline of the street or highway, or from existing or established property lines.

Planned Unit Development (PUD): A description of a proposed unified development consisting, at a minimum, of a map and adopted ordinance setting forth the regulations governing the project and the location and phasing of all proposed uses and improvements to be included in the development.

Planning Area: The area directly addressed by the General Plan. The City’s planning area encompasses the City limits and potentially annexable land within its Sphere of Influence.

Planning Commission: A body, usually having five or seven members, created by a city or county in compliance with California law (§65100) which requires the assignment of the planning functions of the city or county to a planning department, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Pollution, Non-Point: Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

Pollution, Point: In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Poverty Level: As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that

provides a range of income cutoffs or “poverty thresholds” varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Primary Transit Corridor: A Primary Transit Corridor is a street that is expected to carry the highest levels of transit service, particularly regional service, with the most bus routes and the highest frequency of service.

Private Road/Private Street: Privately owned (and usually privately maintained) motor vehicle access that is not dedicated as a public street. Typically, the owner posts a sign indicating that the street is private property and limits traffic in some fashion. For density calculation purposes, some jurisdictions exclude private roads when establishing the total acreage of the site. Aisles within and driveways serving private parking lots are not considered private roads.

Pro Rata: Refers to the proportionate distribution of something to something else or to some group, such as the cost of infrastructure improvements associated with new development apportioned to the users of the infrastructure on the basis of projected use.

Public and Quasi-public Facilities: Institutional, academic, governmental and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries.

Public Services: See “Municipal Services.”

Reclamation: The reuse of resources, usually those present in solid waste or sewage.

Reconstruction: As used in historic preservation, the process of reproducing by new construction the exact form and detail of a vanished structure, or part thereof, as it appeared during a specific period of time. Reconstruction is often undertaken when the property to be reconstructed is essential for understanding and interpreting the value of an historic district and sufficient documentation exists to insure an exact reproduction of the original.

Recreation, Active: A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children’s play equipment.

Recreation, Passive: Type of recreation or activity that does not require the use of organized play areas.

Recycled Water: Former wastewater (sewage) that has been treated to remove solids and certain impurities, and then allowed to recharge the aquifer rather than being discharged to surface water. This recharging is often done by using the treated wastewater for irrigation.

Recycling: The act of processing used or abandoned materials for use in creating new product.

Redevelop: To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional: Pertaining to activities or policies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional Housing Needs Plan (RHNA): RHNA is based on the State of California projections of population growth and housing unit demand and assigns a share of the region's future housing needs to each jurisdiction within the SCAG (Southern California Association of Government) region. These housing need numbers serve as the basis for the update of the Housing Element in each California city and county.

Regional Park: A park typically 150 to 500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Rehabilitation: The repair, preservation, and/or improvement of substandard housing.

Renewable Energy: Generally referring to electricity supplied from renewable energy sources, such as wind and solar power, geothermal, hydropower and various forms of biomass. These energy sources are considered renewable sources because their fuel sources are continuously replenished.

Retrofit: To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy or to strengthen their ability to withstand earthquakes, for example.

Rezoning: An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Richter Scale: A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Right-of-Way: A strip of land occupied, or intended to be occupied, by certain transportation and public use facilities, such as roads, railroads, and utility lines.

Sanitary Landfill: The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Sanitary Sewer: A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site). (See "Septic System")

Secondary Transit Corridor: A Secondary Transit Corridor is a street that is expected to carry lower but still significant levels of transit service relative to a Primary Corridor, and probably with a greater orientation to local rather regional bus routes. In both cases, the design and operation of the streets need to reflect and accommodate transit vehicles.

Second Unit: A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. "Granny Flat" is one type of second unit intended for the elderly.

Secretary of the Interior's Standards for the Treatment of Historic Properties: All publications issued by the U.S. Department of the Interior, National Park Service, and the publications of the National Park Service, Preservation Assistance Division that provide the standards and guidelines for appropriate rehabilitation, restoration, preservation and new construction to historic buildings and within historic districts.

Section 8 Rental Assistance Program: A federal (HUD) rent subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing “housing assistance payments” to owners, developers, and public housing agencies to make up the difference between the “Fair Market Rent” of a unit (set by HUD) and the household’s contribution toward the rent, which is calculated at 30 percent of the household’s adjusted gross monthly income (GMI). “Section 8” includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Senior Housing: See “Elderly Housing.”

Seniors: Persons age 62 and older. (See “Elderly” and “Older Adults”)

Septic System: A sewage treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See “Sanitary Sewer”)

Settlement: (1) The drop in elevation of a ground surface caused by settling or compacting. (2) The gradual downward movement of an engineered structure due to compaction. Differential settlement is uneven settlement, where one part of a structure settles more or at a different rate than another part.

Siltation: (1) The accumulating deposition of eroded material. (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay.

Solar Access: The provision of direct sunlight to an area specified for solar energy collection when the sun’s orientation is within 45 degrees of true south.

Solar System, Active: A system using a mechanical device, such as a pump or a fan, and energy in addition to solar energy to transport a conductive medium (air or water) between a solar collector and the interior of a building for the purpose of heating or cooling.

Solar System, Passive: A system that uses direct heat transfer from thermal mass instead of mechanical power to distribute collected heat. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage or hazardous materials.

Special Flood Hazard Area (SFHA): Portion of the floodplain subject to inundation of the base flood, designated Zone A, AE, A1-A30, AH, AO, V, V1-V30, or M on a flood insurance rate map.

Specific Plan: A tool authorized by Government Code §65450 et seq. for the systematic implementation of the general plan for a defined portion of a community’s planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence: The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission of the County.

Standards: (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. Government Code §65302 requires that general plans spell out the objectives, principles, “standards,” and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the “traffic Level of Service” (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions — for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor-area ratio.

State Responsibility Area: Defined in California Public Resources Code § 4125 – 4127 as lands in which the financial responsibility of preventing and suppressing fires is primarily the responsibility of the state.

Stock Cooperative Housing: Multiple-family ownership housing in which the occupant of a unit holds a share of stock in a corporation that owns the structure in which the unit is located.

Streets, Local: See “Streets, Minor.”

Streets, Major: The transportation network that includes a hierarchy of freeways, arterials, and collectors to service through traffic.

Streets, Minor: Local streets not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

Streets, Through: Streets that extend continuously between other major streets in the community.

Street Tree Plan: A comprehensive plan for all trees on public streets that sets goals for solar access, and standards for species selection, maintenance, and replacement criteria, and for planting trees in patterns that will define neighborhood character while avoiding monotony or maintenance problems.

Structure: Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. “Subdivision” includes a condominium project as defined in §1350 of the California Civil Code and a community apartment project as defined in §11004 of the Business and Professions Code.

Subdivision Map Act: Section 66410 et seq. of the California Government Code; this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps.

Subregional: Pertaining to a portion of a region.

Subsidence: The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human or natural activity, including earthquakes. (See “Settlement”)

Subsidize: To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from Federal and/or State income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing: Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.

Superfund: The federal government's program to locate, investigate, and clean up the worst uncontrolled and abandoned toxic waste sites nationwide; administered by the Environmental Protection Agency.

Sustainability: Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.

Sustainable Building: A building approach which integrates building materials and methods that promotes environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment. Sustainable building merges sound, environmentally responsible practices into one discipline that looks at the environmental, economic, and social effects of a building or built project as a whole. Sustainable building design encompasses the following broad topics: efficient management of energy and water resources, management of material resources and waste, protection of environmental quality, protection of health and indoor environmental quality, reinforcement of natural systems, and the integration of the design approach.

Sustainable Development: Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.

Tax Increment: Additional tax revenues that result from increases in property values within a redevelopment area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20 percent to be used to increase and improve the community's supply of very low- and low-income housing.

Telecommuting: An arrangement in which a worker is at home or in a location other than the primary place of work, and communicates with the workplace and conducts work via wireless or telephone lines, using modems, fax machines, or other electronic devices in conjunction with computers.

Topography: Configuration of a surface, including its relief and the position of natural and human-made features.

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip")

Transfer of Development Rights: Also known as "Transfer of Development Credits," a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor"

site) to another (“receiver site”) chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

Transit: The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit-dependent: Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent persons must rely on transit, para-transit, or owners of private vehicles for transportation. Transit-dependent persons include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

Transit-Oriented Development (TOD): A mixed-use community within an average 2,000-foot walking distance of a transit stop and core commercial area. TOD’s mix residential, retail, office, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot, or car.

Transit, Public: A system of regularly scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called “Mass Transit.”

Transitional Housing: Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See “Emergency Shelter“)

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM): A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Street: Trees strategically planted — usually in parkway strips, medians, or along streets — to enhance the visual quality of a street.

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one “production end” (or origin — often from home, but not always) and one “attraction end” (destination). (See “Traffic Model”)

Trip Generation: The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route: A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Uniform Building Code (UBC): A national, standard building code that sets forth minimum standards for construction.

Uniform Housing Code (UHC): State housing regulations governing the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban: Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (i.e., three or more dwelling units per acre), commercial development, and industrial development, and the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (e.g., safety and emergency response). Development not providing such services may be “non-urban” or “rural” (See “Urban Land Use”). CEQA defines “urbanized area” as an area that has a population density of at least 1,000 persons per square mile (Public Resources Code §21080.14[b]).

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Land Use: Residential, commercial, or industrial land use in areas where urban services are available.

Urban Services: Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Utility Corridors: Rights-of-way or easements for utility lines on either publicly or privately owned property. (See “Right-of-Way” or “Easement”)

Vehicle-Miles Traveled (VMT): A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-income Household: A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

View Corridor: The line of sight identified as to height, width, and distance of an observer looking toward an object of significance to the community (e.g., ridgeline, river, historic building, etc.); the route that directs the viewers attention.

Viewshed: The area within view from a defined observation point.

Volume-to-Capacity Ratio (V/C): A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or

intersection is operating at its designed capacity. At a V/C ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a “peak period.” (See “Level of Service”)

Walkability: A measure of how accommodating an area is to walking. Factors affecting walkability include, but are not limited to: land use mix; street connectivity; residential density (residential units per area of residential use); “transparency” which includes amount of glass in windows and doors, as well as orientation and proximity of homes and buildings to watch over the street; plenty of places to go near the majority of homes; placemaking, street designs that work for people, not just cars and retail floor area ratio. Major infrastructural factors include access to mass transit, presence and quality walkways, buffers to moving traffic (planter strips, on-street parking or bike lanes) and pedestrian crossings, aesthetics, nearby local destinations, shade or sun in appropriate seasons, street furniture, and traffic volume and speed.

Watercourse: Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Water-efficient Landscaping: Landscaping designed to minimize water use and maximize energy efficiency.

Water-efficient Landscaping Ordinance: A City Ordinance adopted in 2009 with the intent to decrease water use, retain runoff, preserve existing natural vegetation, incorporate native landscaping, and promote and encourage low-water use plants.

Watershed: The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

Waterway: See “Watercourse.”

Wildland Fire: Any non-structure fire, other than pre-emptive prescribed fire burn that occurs in the wildland.

Wildland-Urban Interface (WUI): The area where homes and structures meet the natural environment of forests and wildlands.

Zero Lot Line: A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zoning: The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning District: A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

Zoning, Incentive: The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits (such as preservation of greater than the minimum required open-space; provision for low- and moderate-income housing; or plans for public plazas and courts at ground level) are included in a project.

Zoning, Inclusionary: Regulations that increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low- and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.