

Caryn Planned Community Development Plan

**Vintage Highlands
City of
Rancho Cucamonga, California**

For:

Caryn Company

Kaufman and Broad, Inc.

Marlborough Development Corporation

By:

Land/Plan/Design Group

JUNE 1986

Caryn Planned Community Development Plan

Vintage Highlands

Prepared for the City of Rancho Cucamonga

**Land/Plan/Design Group
JUNE 1986**

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Res. No. 84-333
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Ord. No. 288**

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I. INTRODUCTION

A. LEGAL DESCRIPTION

Those portions of the southwest quarter and the southeast quarter of Section 30, Township 1 North, Range 6 West, San Bernardino Meridian, in the County of San Bernardino, State of California, described as follows:

Beginning at the southwest corner of said southwest quarter thence north 00 19'39" west 2651.49 feet along the west line of said quarter to the northwest corner of said quarter; thence south 89 34'46" east 2707.29 feet along the north line of said southwest quarter to the center of said section; thence south 89 34'34" east 1327.73 feet along the north line of said southeast quarter to the northeast corner of the northwest quarter of said southeast quarter; thence south 00 02'02" west 2639.28 feet along the east line of said northwest quarter and the east line of the southwest quarter of said southeast quarter to the southeast corner of the southwest quarter of said southeast quarter; thence north 89 36'09" west 1324.14 feet along the south line of said section to the southeast corner of said southwest quarter of said section; thence north 89 49'22" west 2694.10 feet along said south line to the point of beginning.

Excepting therefrom Parcel 1 of Parcel Map Number 8617 in the City of Rancho Cucamonga, County of San Bernardino, State of California, as shown on a map recorded in Book 96, pages 82-85, inclusive of parcel map records of said county. (Church)

Exhibits 1 and 2 on the following pages show the general location of the property within the region.

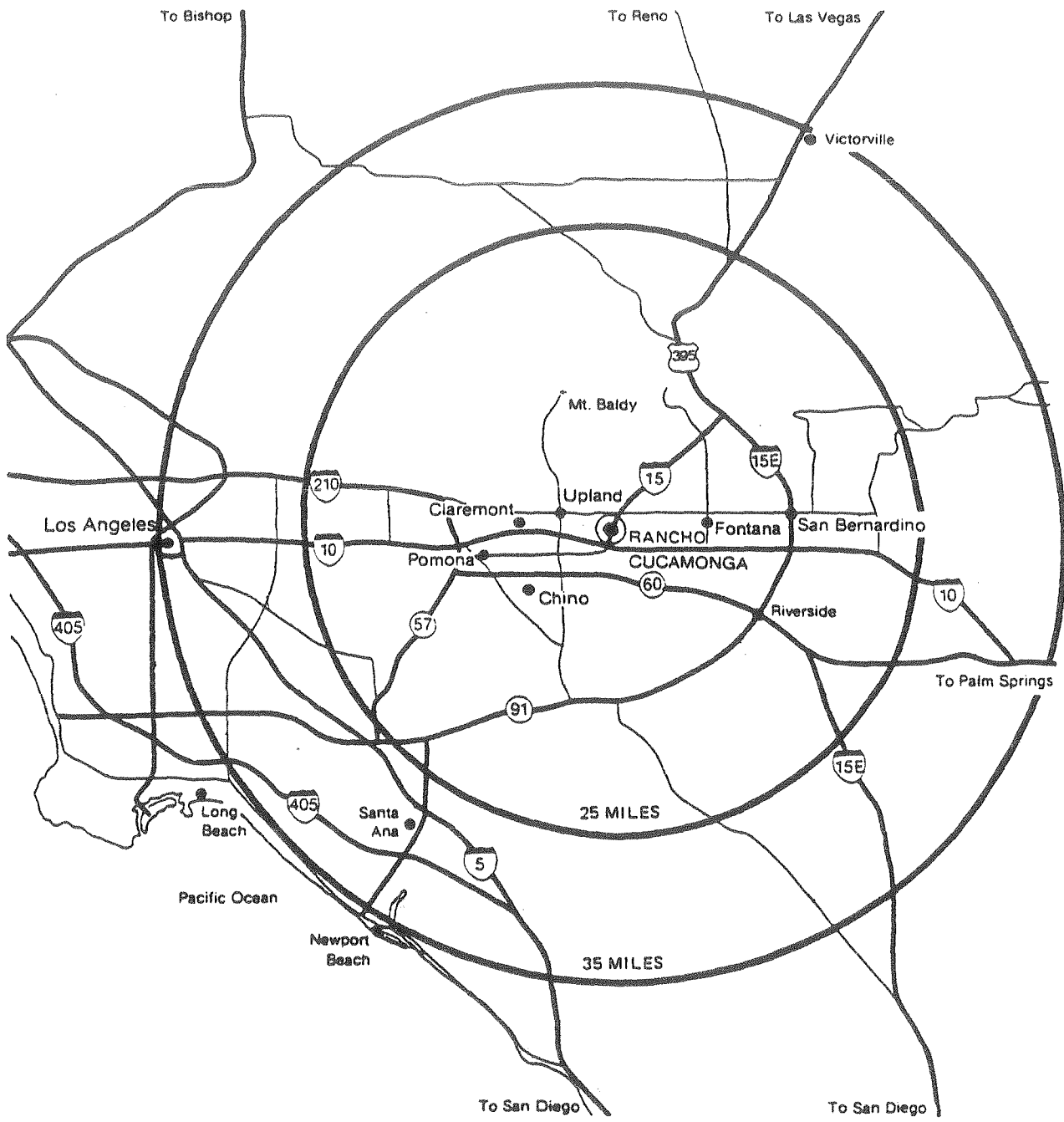


EXHIBIT 1

AREA MAP

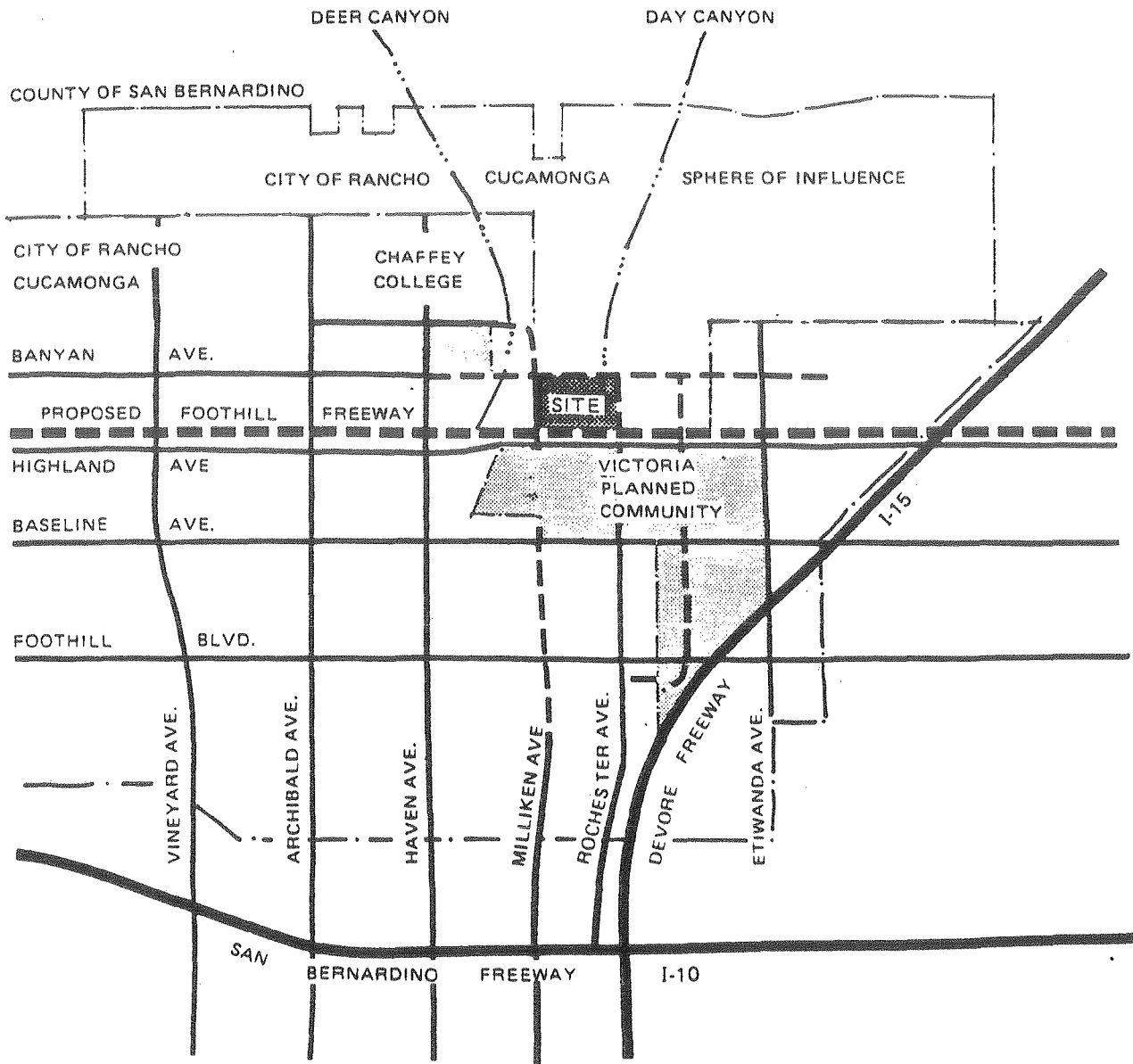


EXHIBIT 2

VICINITY MAP

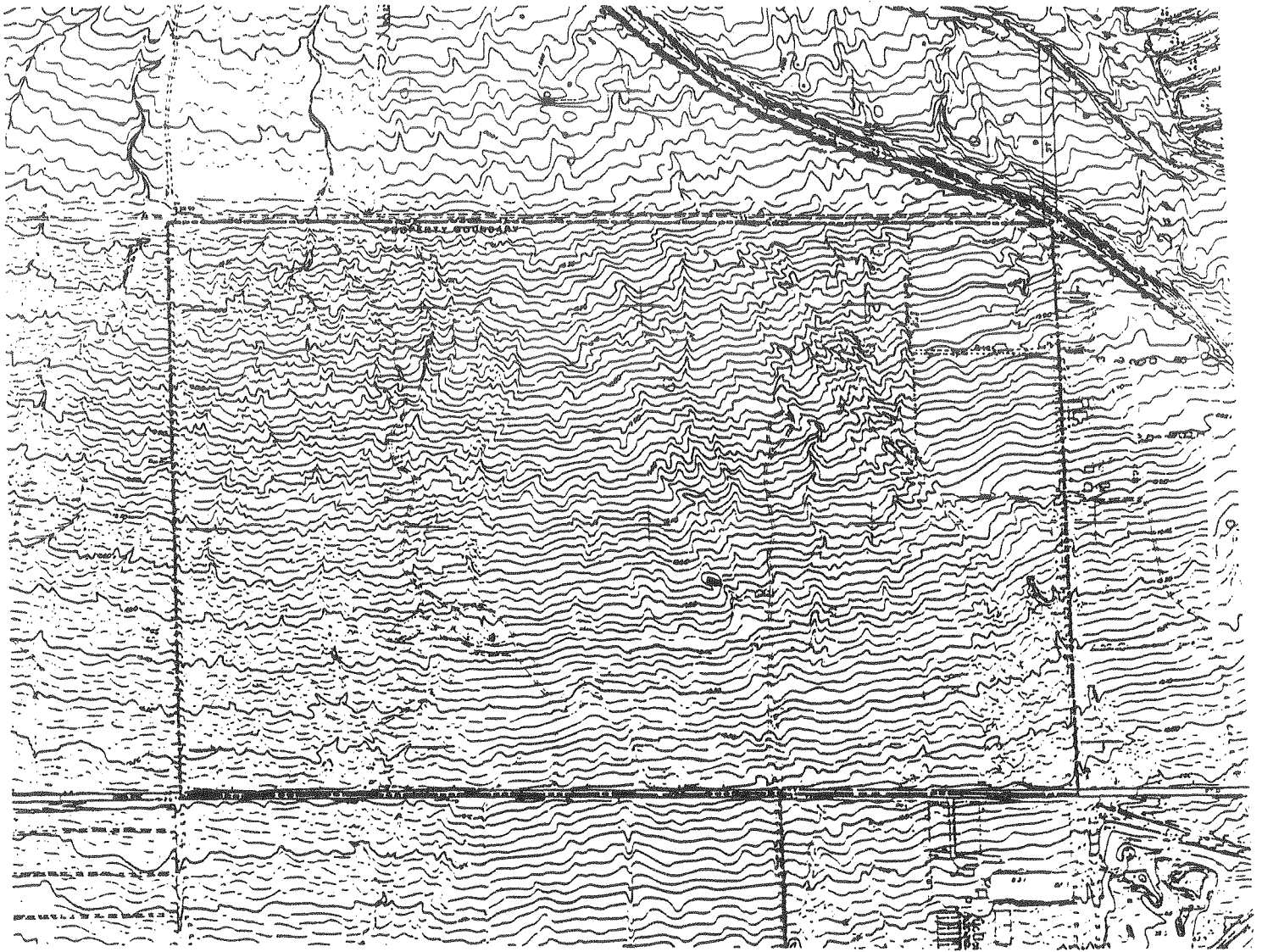


EXHIBIT 3

BASE MAP

B. PROJECT DESCRIPTION

The project site contains approximately 244 acres of alluvial wash, gently sloping at approximately 4 1/2%, located at the base of the San Gabriel Mountain foothills. It is situated in the City of Rancho Cucamonga and north of the planned community of Victoria. The site is defined by the proposed Foothill Freeway to the south, the extension of Milliken Avenue to the west, the extension of Banyan Avenue to the north, and the extension of Rochester Avenue to the east.

The proposed Planned Community (P.C.) is a single-family residential community, containing approximately 940 dwellings at buildout of the current proposed plan. The community's special identity is a system of open space that ties the community together. The backbone of this open space network is the parkway corridor. It links the north-south pedestrian greenbelts and the elementary school; it connects the community to major north-south arterials, and to the possible future commercial center(s).

All homes are on cul-de-sacs or closed loop streets which connect to controlled access collector loop streets. These in turn lead to the community parkway road. The arterial roads abutting the P.C. have been sized to accommodate possible future development to the north of the P.C. To the south of this project, the right-of-way for the Foothill Freeway is preserved. All streets will be dedicated public streets. Where appropriate these will be maintained, along with the parks and trails, by an assessment district.

Phase I is planned for single-family detached homes. North of the project parkway 5,500 to 11,000 square foot lots are planned, and south of the parkway 4,000 to 10,000 square foot lots are planned. Kaufman & Broad, Inc. and Marlborough Development Corporation, the two builders for the site, will utilize both lot sizes. This arrangement should produce approximately sixteen different basic house designs and fifty or more different exterior designs, in different color schemes.

Exhibit 4 on the following page is the proposed land use plan.

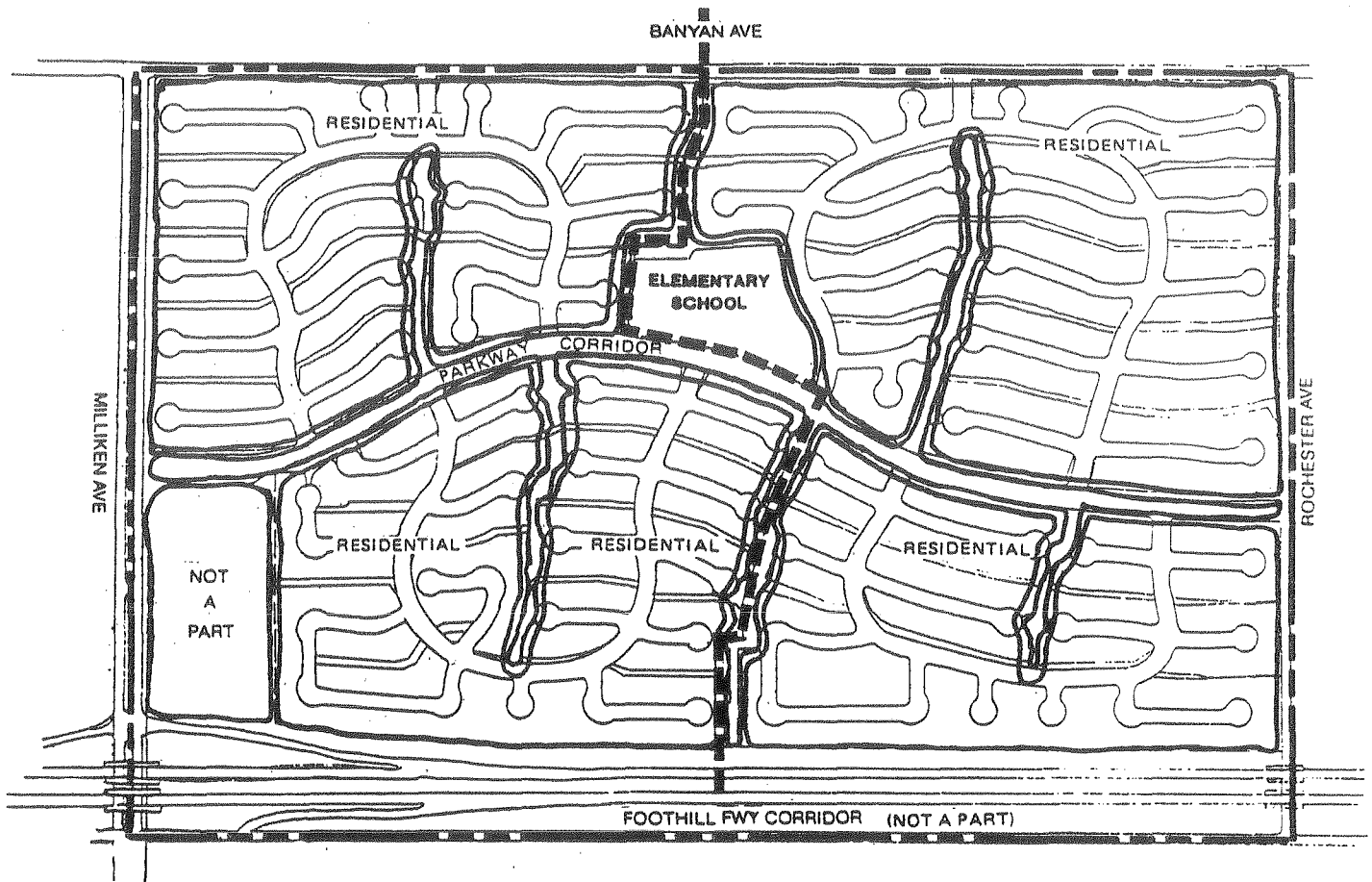
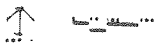


EXHIBIT 4

LAND USE PLAN

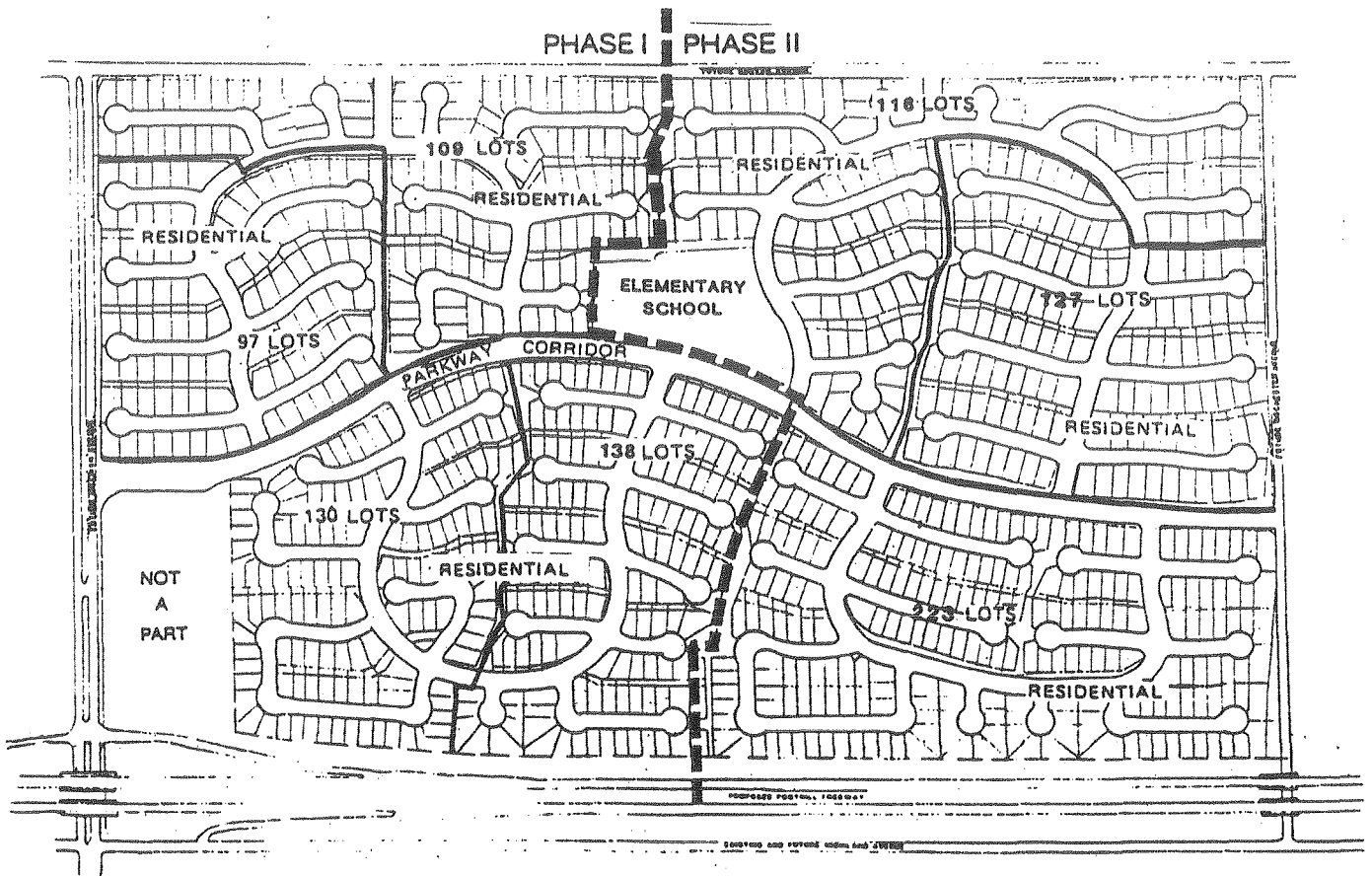
PROPERTIES AT MILLIKEN AND HIGHLAND



C. PROJECT PHASING

The proposed P.C. is divided into two major phases: Phase I encompasses the western portion of the project site, Phase II the eastern portion. The Developer will be filing a Final Development Plan with lots on Phase I; Phase II is designated for further residential development. Phase I construction is expected to begin in the Fall of 1985/Spring of 1986. Phase II will be developed after improvements have been made to Day Creek Channel, or when other flood control measures are approved, and as sales in Phase I warrant further development. Improvements, including roads, trails and infrastructure, will be phased to coincide with actual development.

Exhibit 5 on the following page is the proposed phasing plan.



LEGEND

■ ■ PHASE LINE

EXHIBIT 5
PROJECT PHASING PLAN

D. PROJECT TABULATION

<u>Land Use, Phase I</u>	<u>Acres</u>	<u>% of Site</u>	<u>Dwelling Units</u>
Residential:	67.85	65%	474
Open Space: (including 5.4 acre school site)	8.6	8%	
Roads: (arterials, spine, loops and cul-de-sacs)	28.72	27%	
<u>Land Use, Phase II</u>			
Residential:	70.94	65%	466
N.E. Corner parcel at Milliken and Highland (Not a part)	7.9	7%	
Common Open Space:	3.79	3%	
Roads: (arterials, spine, loops and cul-de-sacs)	26.86	25%	
<u>TOTAL</u>			
Gross Acres:	244.7	100.0	940
Residential:	138.79	57%	
N.E. Corner parcel at Milliken and Highland (Not a part)	7.9	3%	
Open Space: (including 5.4 acre school site)	12.39	5%	
Roads: (arterials, spine and loops only)	55.48	23%	
Foothill Freeway:	30.14	12%	

II. LAND USE

A. RELATIONSHIP TO CITY OF RANCHO CUCAMONGA GENERAL PLAN

The original land use plan was approved in accordance with the County of San Bernardino West Valley Foothills Community Plan. Upon annexation to the City of Rancho Cucamonga, slight modifications occurred. The current plan identified in the text and exhibits is consistent with the City of Rancho Cucamonga's General Plan and has been approved by the City Council.

This proposed development is a community of single-family homes, compatible with Victoria, a planned residential community immediately south of the project site.

Each home within this proposed project is on a cul-de-sac which opens up onto an open space or greenbelt system. Every street/sidewalk system connects to a trail network. Each sub-neighborhood, as defined by an interior loop street, focuses upon a part of the open space system. The park-like character of the project is supported at the neighborhood level by a street tree hierarchy for local streets, loop streets, parkway, regional collectors, trails, and community park. The common theme for this community is the open space system which provides an overall focus and a sense of identity.

This project utilizes the road standards of Victoria and Rancho Cucamonga to extend the feeling of that community. The character of this proposed P.C. is based upon the idea of an integrated open space system similar to the planned community of Victoria.

Like Victoria, the proposed P.C. uses a network of open space to link the community to the neighborhood park, the commercial center and to regional open space and transportation corridors. Central to this open space system is the parkway which structurally integrates the residential development with the neighborhood park, via street trees, trails, and park spaces.

This open space system provides the opportunity for residents to walk or bicycle to the neighborhood park, the neighborhood commercial center or to regional recreational areas. Like Victoria, the residents of this project will have the opportunity to enjoy their open space system every time they travel through their community.

B. DEVELOPMENT REGULATIONS AND STANDARDS

I. General Standards and Regulations

- a. Whenever the regulations contained herein conflict with the regulations of the Development Code of the City of Rancho Cucamonga the regulations contained herein shall take precedence. Where an issue is not covered, refer to the development code of the City of Rancho Cucamonga.
- b. Within the project area boundary, the continued use of land for agricultural purposes with uses, structures and appurtenances accessory thereto shall be permitted, subject to the provisions set forth in the City of Rancho Cucamonga Development Code.
- c. Grading will be permitted within the project area outside an area of immediate development upon the securing of a grading permit.

During the site development, construction hours of operation shall be limited to between 7:00 A.M. and dusk, Monday through Saturday. No activities will be permitted outside these hours, including maintenance work that might be required on any equipment used in grading and/or construction unless a temporary waiver will be granted where such be granted by the Building Department. No such waiver will be granted where such work is to be conducted adjacent to existing and occupied dwelling units except in cases of emergency as determined by the City of Rancho Cucamonga.

- d. Regardless of the provisions of this text, no construction shall be allowed within the project area except that which complies with all the provisions of applicable building and mechanical codes.
- e. Model homes, garages and private recreation facilities may be used as offices for the sale of homes within a recorded tract and subsequent tracts utilizing the same architectural designs. They may be occupied for three years, with one year extensions subject to approval by the City of Rancho Cucamonga.

2. Residential Development Standards

- a. Building Setbacks from Common Areas
Structures which abut a school, greenbelt or

other permanent open space may abut the common property line, but have no openings onto such appurtenances.

b. Fences, Hedges and Walls

Fences, hedges and walls constructed as acoustical barriers shall have no height limit. All other fences shall be limited to six feet (6') unless they are acoustical barriers, in which case they can exceed six feet (6') based upon the acoustical report, except front yard fences.

c. Trellis

Open trellis and beam construction shall be permitted to attach the garage or carport to the dwelling and may also extend from the dwelling to the property line in the side, or rear yards, subject to the approval of the Planning Director. Trellis and beam construction shall be included in calculated site coverage.

d. Temporary Uses Permitted

- (1) Model homes, temporary construction offices, real estate offices and signs
- (2) Continued use of an existing building during construction of a new building on the same building site

e. Garage and Carport Placement

- (1) Where garages are entered from local streets, the minimum setback shall be eighteen feet (18') from the property line.

f. Permitted Uses

- (1) Single-family dwellings
- (2) Open space and trails

g. Accessory Uses Permitted

- (1) Garages and carports in compliance with the site development standards provided herein
- (2) Fences, walls and trellises
- (3) Swimming pools
- (4) Accessory uses and structures necessary or customarily incidental to a principal use permitted in this district

h. Site Development Standards

(1) Building site area: 5,500 square feet minimum north of parkway, 4,000 square feet south of parkway. The lot sizes north of the parkway shall vary from 5,500 - 11,000 square feet, with an average of approximately 7,100 square feet, and the lot sizes south of the parkway shall vary from 4,000 - 10,000 square feet, with an average of approximately 5,000 square feet. Combined average is approximately 6,250.

(2) Building site width: 50 feet minimum for 5,500 square foot lots north of parkway, and 45 feet for 4,000 square foot lots south of parkway, measured from midpoint of lot.

(3) Total impervious area: 60% maximum.¹

i. Building Setbacks - Front Yard

Shall be variable with a minimum of 18 feet setback from property line.

j. Building Setbacks - Side Yard

Five feet(5') or ten feet(10') minimum between structures, ten feet(10') minimum street side.

Fireplace or bay type window is not part of structure considered.

k. Building Setbacks - Rear Yard

Five feet(5') or twelve feet(12') minimum between buildings.

l. Building Height

Two-story, 35 feet maximum.

m. Parking Requirement

2 per dwelling within garage and sufficient streetside parallel parking to accommodate .5 cars per dwelling.

¹ Impervious refers to structures.

n. Dwelling Unit Size

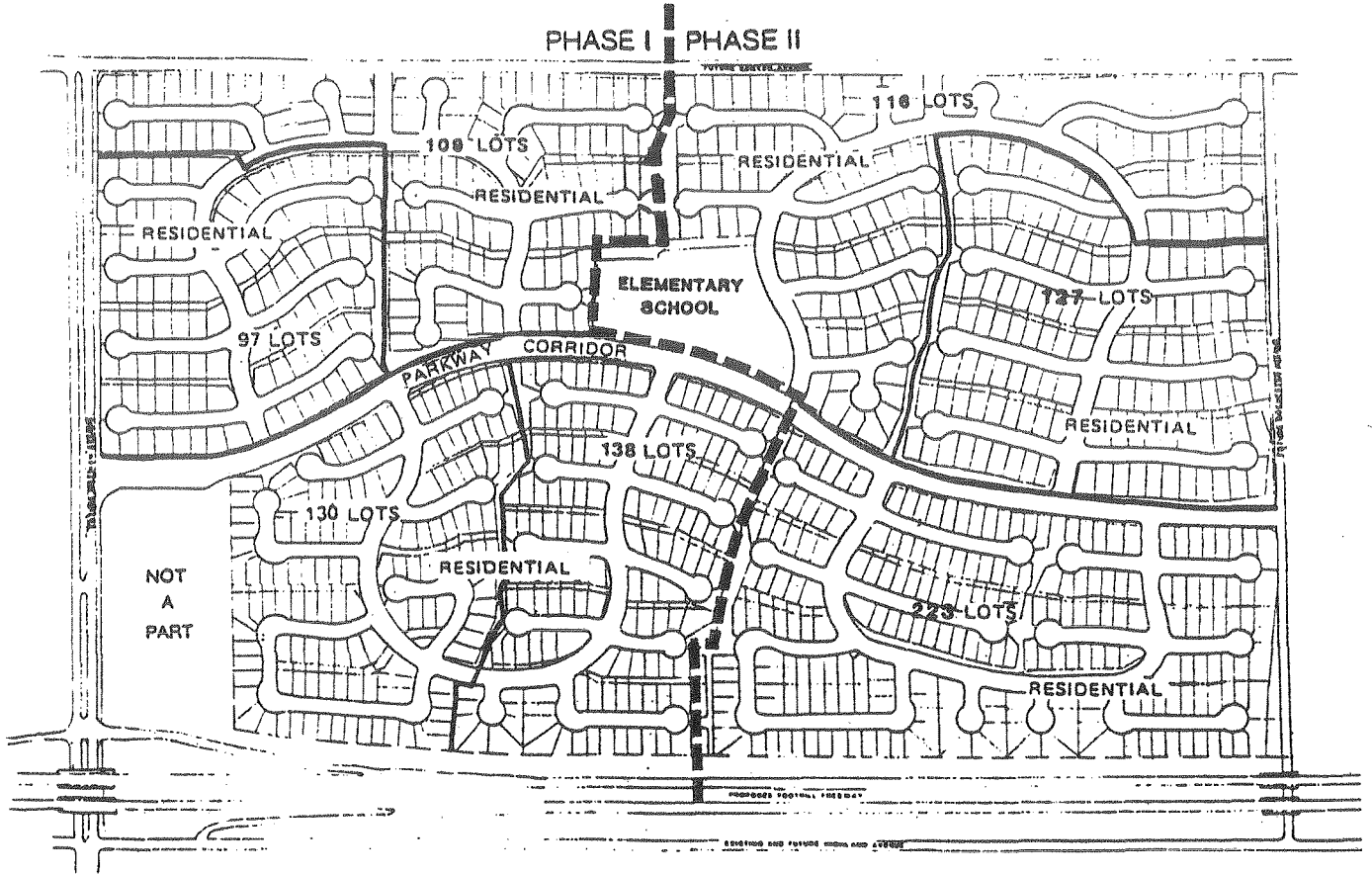
750 square feet for a 2-bedroom unit, 900 square feet for a 3-bedroom, minimum, not including garage or carport area.

III. HOUSING

A. EXISTING CONDITIONS

The site is completely vacant and rural. The P.C. will provide for 940 single-family detached homes and approximately 2,800 people. It is expected that these units will be purchased by middle income home buyers, and that some will be occupied by "first time" buyers.

As indicated in Exhibit 7, the site is connected by the parkway corridor and four loop streets. The four streets define the major neighborhoods, with each neighborhood including between 204 and 268 homes.



LEGEND

■ ■ PHASE LINE

EXHIBIT 7

LOT LAYOUT PLAN

101

IV. PUBLIC SERVICES AND FACILITIES

A. PUBLIC SERVICE AND FACILITY NEEDS

The land uses proposed in the plan area are basically an extension of the development pattern occurring within adjacent communities. Densities proposed for the planning area were derived with these two considerations in mind: the ability to provide services to the planning area and the region's natural constraints. The absence of development in the planning area provides an excellent opportunity to design a comprehensive and environmentally sensitive plan which responds to local and regional issues.

Services and facilities described in this section include: infrastructure systems such as water, sewer, solid waste, storm drain, public utilities and community facilities such as police, fire, schools, parks/open space and roads.

B. PROJECT SETTING

The project site is located in the north part of the City of Rancho Cucamonga. The planned community of Victoria is located directly south of the site.

Two regional parks have been developed near the project site, Cucamonga-Guasti and Glen Helen Parks. A third regional park has been proposed in the vicinity of Chaffey College, located just north of the project site. In addition, regional equestrian and hiking trails are proposed along the base of the San Gabriel Foothills with connecting trails adjacent to each of the several major drainage courses.

Community shopping and employment centers are limited in the area due to the relatively low existing population. However, a regional commercial center is proposed for the Victoria community. In addition, major employment centers exist in Fontana and Ontario.

C. INFRASTRUCTURE

I. Water Supply

Domestic water service to the project will be supplied by the Cucamonga County Water District (CCWD). CCWD is a member agency of the Chino Basin Municipal Water District (CBMWD) which is a member agency of the Metropolitan Water District of Southern California (MWD).

CCWD derives its water from three (3) major sources: ground water, surface water, and imported water. Ground water is extracted by wells in the Chino and Cucamonga Basins. Almost ninety percent (90%) of the water supply is from underground sources. Water quality is considered excellent.

Surface water is obtained from Day and East Etiwanda Canyons and is treated at the Royer-Nesbit Plant which is located near Day Creek. During the summer months when surface flows are low, the Royer-Nesbit plant also treats imported water from the Metropolitan Water District Foothill Feeder, which distributes water from the Colorado River Aqueduct and the California Water Project.

The CCWD water system is adequate to service the project site since the Water System Master Plan is based upon land use projections identified by the Rancho Cucamonga General Plan and the high-end projections of the West Foothills Valley Community Plan.

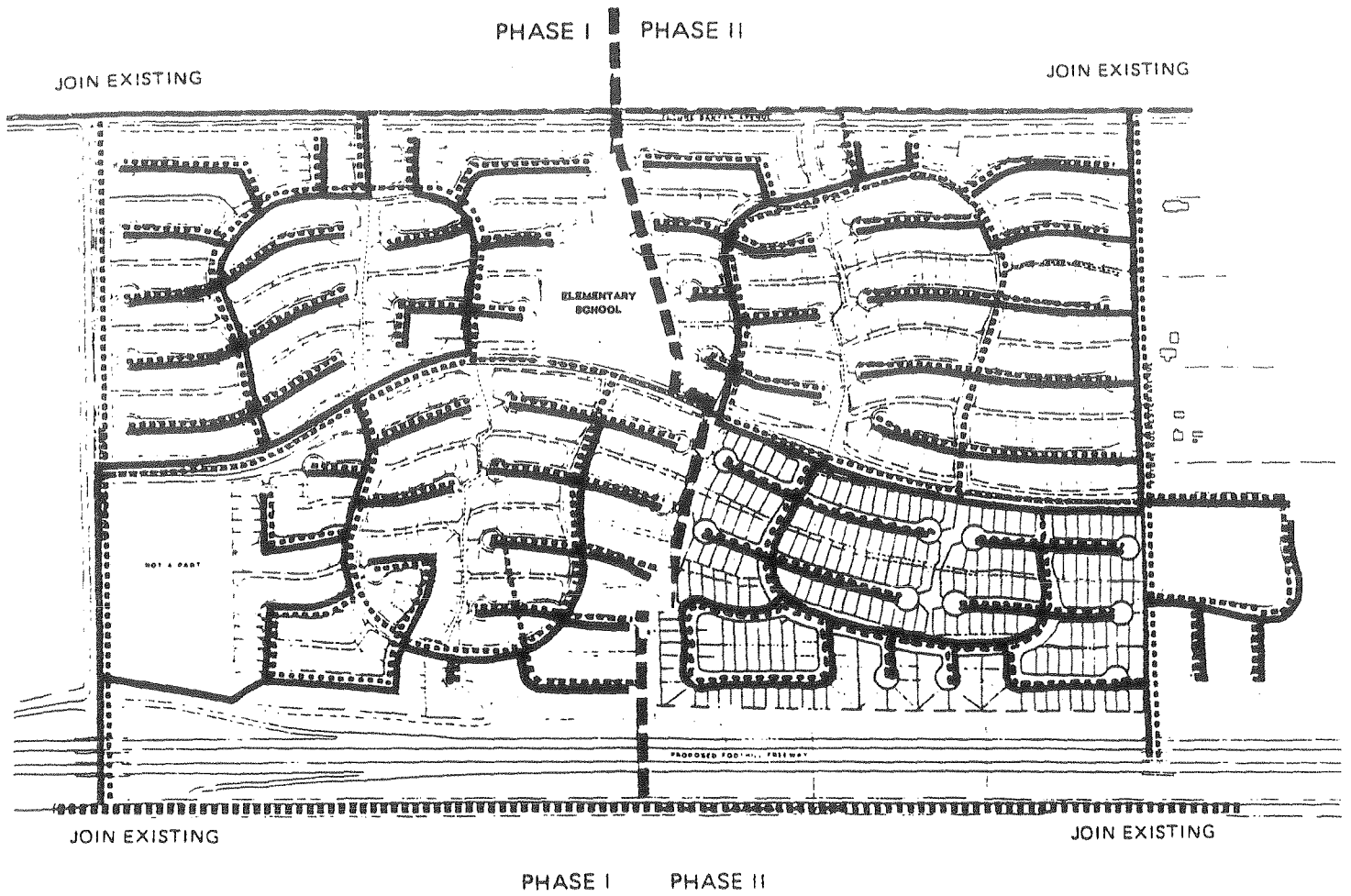
The project site will receive its water from the CCWD line which lies along the northern boundary of the property. The existing line has a 16 inch diameter.

All water lines will be built and paid for by the project developer. In the instance where water lines need to be over-sized, the Water District will pay for the over-sizing costs. Maintenance of the water system will be paid for out of water fees.

Water costs will be about \$529,000 for Phase I and \$735,000 for Phase II for both on-site and off-site improvements.

Exhibit 8 shows the proposed on-site water distribution system.

¹ San Bernardino County, West Valley Foothills Community Plan, (November, 1983) Pg. A-16



LEGEND

- SEWER SYSTEM
- WATER SYSTEM
- - - EXISTING 16" WATER
- ||||| EXISTING 30" WATER

ALL WATER LINES ARE 8"
EXCEPT WHERE NO HYDRANTS
CAN BE REDUCED TO 6"

- ■ ■ PHASE LINE

EXHIBIT 8

WATER AND SEWER SYSTEMS

2. Sewer Supply

Wastewater service will be provided to the site by the Cucamonga County Water District (CCWD). Sewage treatment will be conducted at the Chino Basin Municipal Water District (CBMWD) Regional Plant No. One, located south of Ontario.² Trunk sewer lines will be extended north on Rochester and Milliken Avenues, to the project site.³ Ultimately part of the P.C. may be served by the proposed Regional Plant 4.

Currently the closest existing sewer line is at Base Line Road and Milliken Avenue. It is proposed that an off-site sewer will be constructed to that location as part of this development and other developments in the area. Sewer lines within the development will be built as part of the development and the cost of construction will be born by the developer. The fee paid per dwelling unit is mathmatically calculated to include the cost of ultimate improvements. Maintenance of the sewer facilities will be funded as part of the tax rate of the Cucamonga County Water District.

Costs for sewer will be about \$618,300 for Phase I and \$859,000 for Phase II for on-site and off-site improvements.

Exhibit 8 shows the proposed on-site sewerage system.

3. Solid Waste

Solid waste disposal will be handled by one of several solid waste handlers licensed to operate in this area of San Bernardino County; handlers will contract with individual homeowners. Solid waste will be deposited in the San Bernardino County Landfill, located at Milliken Avenue and Mission Boulevard, in the City of Ontario. One or two additional vehicles will eventually be needed to service the project site at buildout.

4. Storm Drain System

The West Valley Foothills contain the headwater for several major drainage courses. Although these courses are primarily dry during the summer months,

² Environmental Analysis report contains letter from the Cucamonga County Water District that states adequate water to waterline, water storage capacity, sewer service and sewer treatment capacity can be provided.

³ San Bernardino County, West Valley Foothills Community Plan, (November, 1983) Pg. A-13,14.

they carry drainage flows during the winter storm season south to the Santa Ana River. The Army Corps of Engineers has constructed extensive flood control works, including concrete-lined channels and debris dams for Deer Creek.

Storm water facilities will be provided on the project site as part of the development. These facilities will be constructed to meet the criteria of the City of Rancho Cucamonga. All streets will be designed so that storm water does not exceed the top of curb for a 25-year storm and the right-of-way line for a 100-year storm. When the water exceeds the top of curb for a 25-year storm on any street, the excess will be picked up in a storm drain. It is proposed that all facilities will be designed to handle the ultimate drainage that would be tributary to the area. The storm drain system has been designed to direct off-site sheet flow and Phase I on-site storm water west to the recently improved Deer Creek Channel. Phase II on-site drainage will be diverted to Day Creek via the Highland Avenue spreading grounds at the southeast corner of the site.

Exhibit 9 shows the basic conceptual design of the storm drain system.

5. Utilities

The telephone, gas, and electrical utilities are currently in the area, and would be brought to the property and constructed within the project by the developer. The maintenance of the utilities would be performed by the utilities themselves, and the cost would be born by a monthly charge to the individual homeowner.

a. Electricity

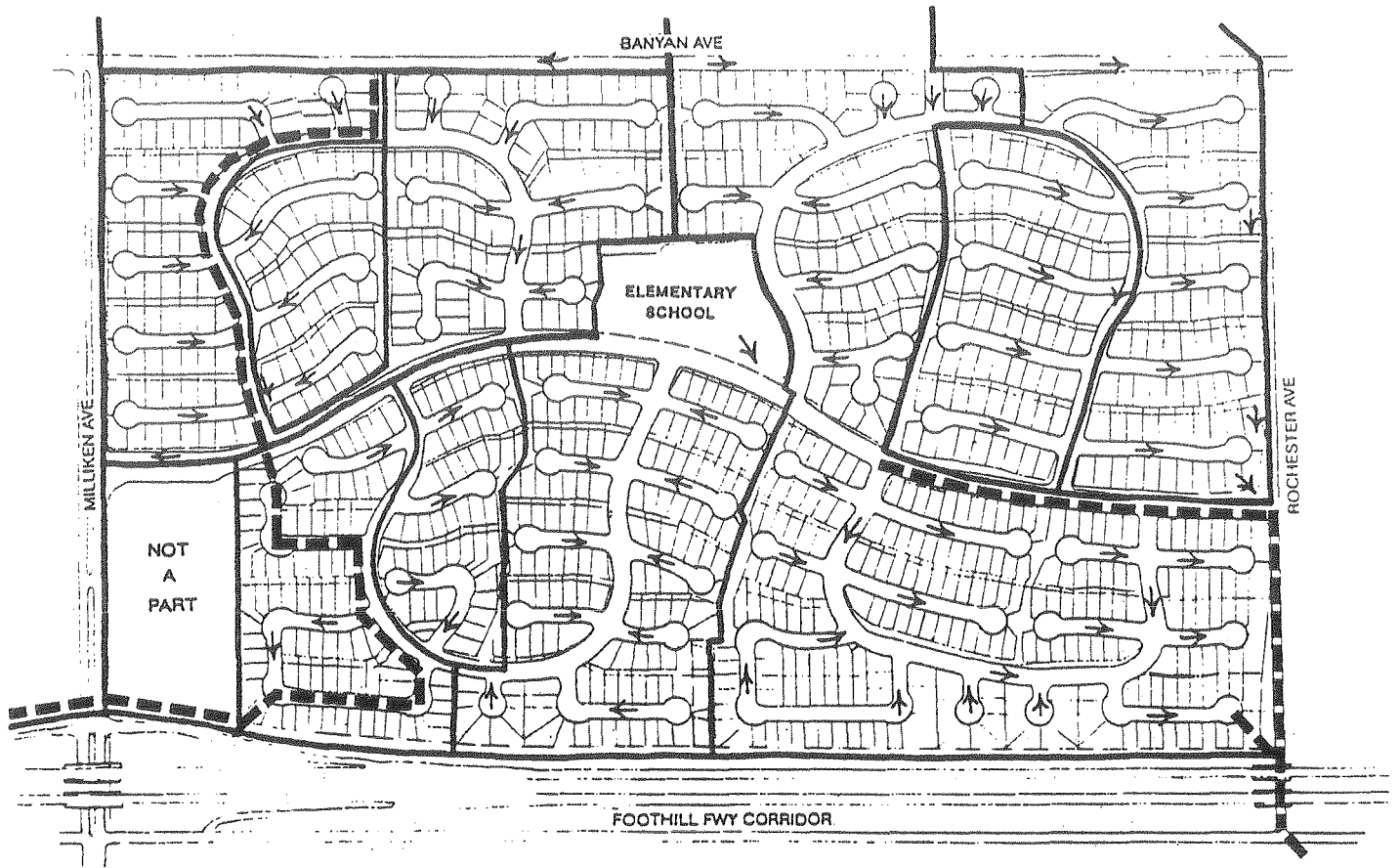
Electricity in the project area is provided by Southern California Edison. On-site connections will be made by underground conduit. The project site will be adequately serviced by up-sizing existing facilities.

b. Natural Gas

The Southern California Gas Company provides natural gas to the project area. Service systems will be designed by the Gas Company offices to accommodate the demands of the project site as the project develops.

c. Telephone

General Telephone Company provides telephone service to the project area. A major feeder system has been proposed along Milliken Avenue. Specific plans for on-site service will be drawn up by General Telephone at the time of development.



LEGEND



- 
STORM SEWER SYSTEM
- 
DRAINAGE AREA

EXHIBIT 9
 STORM DRAINAGE SYSTEM



D. COMMUNITY FACILITIES

I. Schools

A 5.4 acre elementary school site has been provided to serve the needs of the P.C.. An agreement has been worked out between the developer and the Etiwanda School District to provide the entire school facilities, i.e., classrooms, core, etc..

The school is situated at the center of the community along a neighborhood loop road that provides easy access. It is linked with the greenway systems of the residential site areas.

The school will be developed all at one time, no phasing is expected.

Exhibit 10 illustrates the general location within the site.

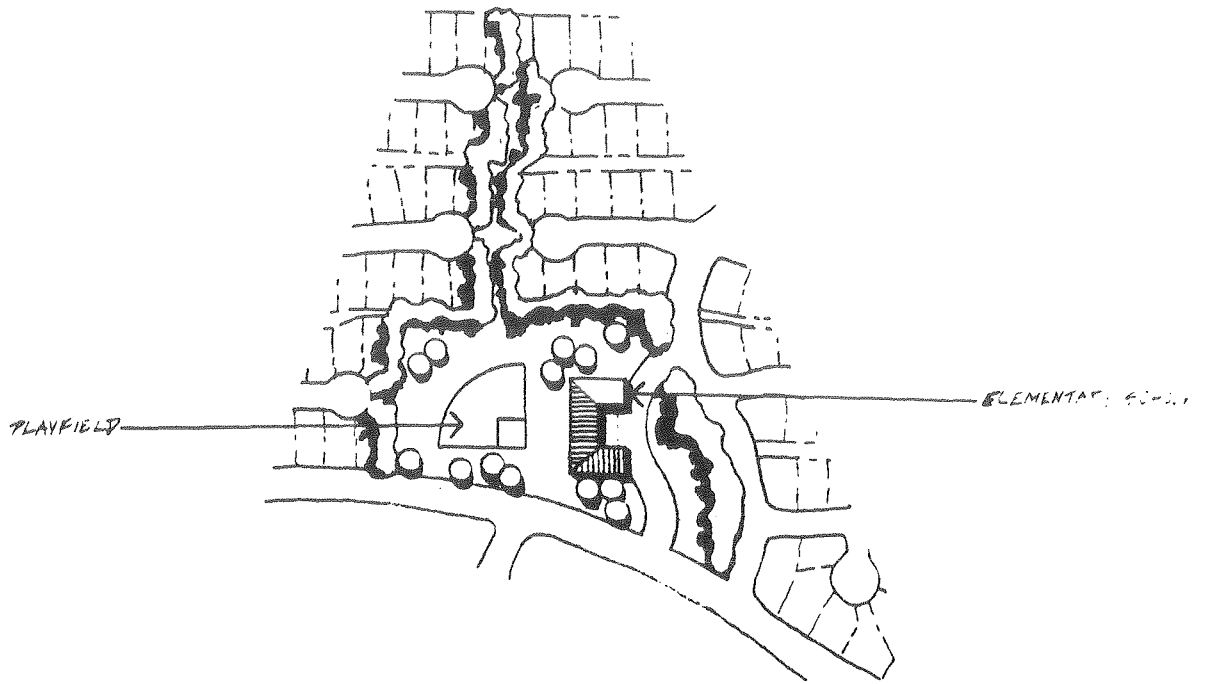


EXHIBIT 10

CONCEPTUAL SCHOOL PLANS

2. Police and Fire Service

Police protection for the project site is provided by the San Bernardino County Sheriff's Department, Ontario Substation, located at 1560 North Mountain Street, and by the Sheriff's Substation which is located at 9335 Ninth Street. Response time to the site is ten minutes.

The Cucamonga Police Department is currently staffed with 43 sworn officers, in addition to detectives and sergeants. Hiring practices in the City of Rancho Cucamonga are not based upon the number of officers per capita; rather, patrol time is used by the Department to determine the number of officers needed. The goal of the Department is to ensure that each deputy spends 51% of his time on patrol. To keep patrol time up, the Department is continually growing; two or more officers are added each year. Because the Department serves a population of approximately 60,000 persons, one can deduce that one officer serves about 1,400 persons. This P.C. will generate about 2,700 persons; therefore, it could be inferred that 2 sworn officers will be needed to serve this population.

The Foothill Fire Protection District (FFPD) will provide fire protection and paramedic service to the project area. The nearest fire station is located southwest of the site, on Amethyst and Nineteenth Streets. FFPD's goal is to maintain a response time of five (5) minutes or less to all locations.

¹ Conversation with Deputy Schlabach, Rancho Cucamonga Police Department, on April 18, 1984.

3. Parks and Recreation

Recreational opportunities available within the planning area are currently limited to informal use of open and undeveloped land for hiking, equestrian and motorcycle use. Two semi-improved uses provide the exception: 1) the Etiwanda Sportman's Club offers members a private rifle range and 2) Forest Service Trail IN34 provides public access into the National Forest and other trails that lead to Mt. Baldy, Cucamonga Peak, Lytle Creek, and Pacific Crest Trail, among others.²

Two regional parks are within a reasonable distance to the West Valley Foothills planning area. Cucamonga-Guasti Park encompasses fifty-four (54) acres and is located six miles south of the planning area. Glen Helen Park is a five hundred (500) acre park located approximately four miles northeast of the planning area on Interstate 15.

Other regional recreational facilities have been proposed for the West Valley Foothills, including a regional park between Deer and Day Creek, just north of the project site. In addition, equestrian and hiking trails have been identified in the County's Master Plan and the City of Rancho Cucamonga's General Plan. The plans call for a regional east-west trail at the base of the foothills, connecting local trails adjacent to major drainage courses and/or utility service roads, fire trails, and flood control service roads and washes.

Although the County has no park requirement, the City of Rancho Cucamonga utilizes the National Recreational Parks Association recommended standards as guidelines to establish local and regional recreational needs. Those standards suggest a need of 3 acres of local park land for every 1000 residents. This P.C. provides 3 acres of parkland for every 1000 residents through a combination of dedicated and donated land and in lieu fees.

Within the center of this P.C., 5.4 acres is planned for a central elementary school site. Refer to Exhibit 10 for the conceptual site design alternative. The site is easily accessible to all residents via the trail system which weaves together the community. This trail network makes up the balance of the open space system. (For a

² San Bernardino County, West Valley Foothills Community Plan, (1983), Pg. A-16, 17.

further discussion of the open space system, see Section VI. Community Design.) Maintenance of all public landscape areas will be with funds raised through a special assessment district that will be set up prior to recordation of the final tract maps for Phase I development. Currently the applicant expects that this assessment district will be set up according to provisions of the Landscape and Lighting Act of 1972. Initially only this project would be included in the assessment district, however, the applicant is also investigating the possibility of incorporating this district into the existing district in the City of Rancho Cucamonga. Land and basic greenbelt improvements (grading, landscaping, etc.) will be dedicated to the county for public use and benefit. Improvements will be phased to coincide with actual development.

E. FINANCING ALTERNATIVES

The provision of infrastructure and community facilities may be accomplished by developer funds and various fees, dedications and donations; the Developer may however, also establish with City cooperation a master Mello-Roos or other assessment district financing to lower the cost of financing such facilities. Such financing mechanisms would be studied for applicability to the developable flood control district properties to the north, and so are beyond the scope of the P.C. application.

V. RELATIONSHIP TO THE CITY OF
RANCHO CUCAMONGA CIRCULATION
ELEMENT

A. RELATIONSHIP TO THE CITY OF RANCHO
CUCAMONGA CIRCULATION ELEMENT

The proposed road pattern, as identified on Exhibit 11, conforms to the City of Rancho Cucamonga's circulation element. The P.C. will have access to two major arterials: Milliken Avenue and Rochester Avenue.

Milliken Avenue and Rochester Avenue are proposed to be continuous in character with the Planned Community of Victoria, and are designed to accommodate the traffic needs generated by possible development of flood control properties north of the site. The realigning of Banyan and the extension of Rochester will reduce the potential impact of development of the properties north of the P.C. upon Day Creek Boulevard and Etiwanda Avenue.

The proposed project both identifies the Route 30 corridor and preserves the proposed right-of-way. The Developer is willing to preserve the R.O.W. for Route 30 with the understanding that an equitable resolution to the loss of land value will be granted at an appropriate future time.

In summary, the proposed P.C. provides residents access to three roads which are compatible in character and standards to the adjoining community of Victoria; it improves a portion of the proposed east-west circulation through the West Valley Foothill Community, and it preserves the necessary right-of-way for the proposed Route 30 corridor.

B. PROPOSED CIRCULATION CONCEPT

It is the intent of this P.C. to extend regional roads to provide access to the community, implement the City General Plan and allow for the potential development of the Flood Control District owned properties to the north. At the western boundary Milliken will be extended north to Banyan Avenue as a major divided arterial, and is continuous in design standards with the community of Victoria. At the eastern boundary Rochester Avenue will be extended north to Banyan Avenue as a residential collector. This provision for Banyan, north of the project, is the first step in establishing an east-west connection between Haven Avenue and Summit. South of the site the Developer will reserve land sufficient for the eventual development of the Foothill Freeway.

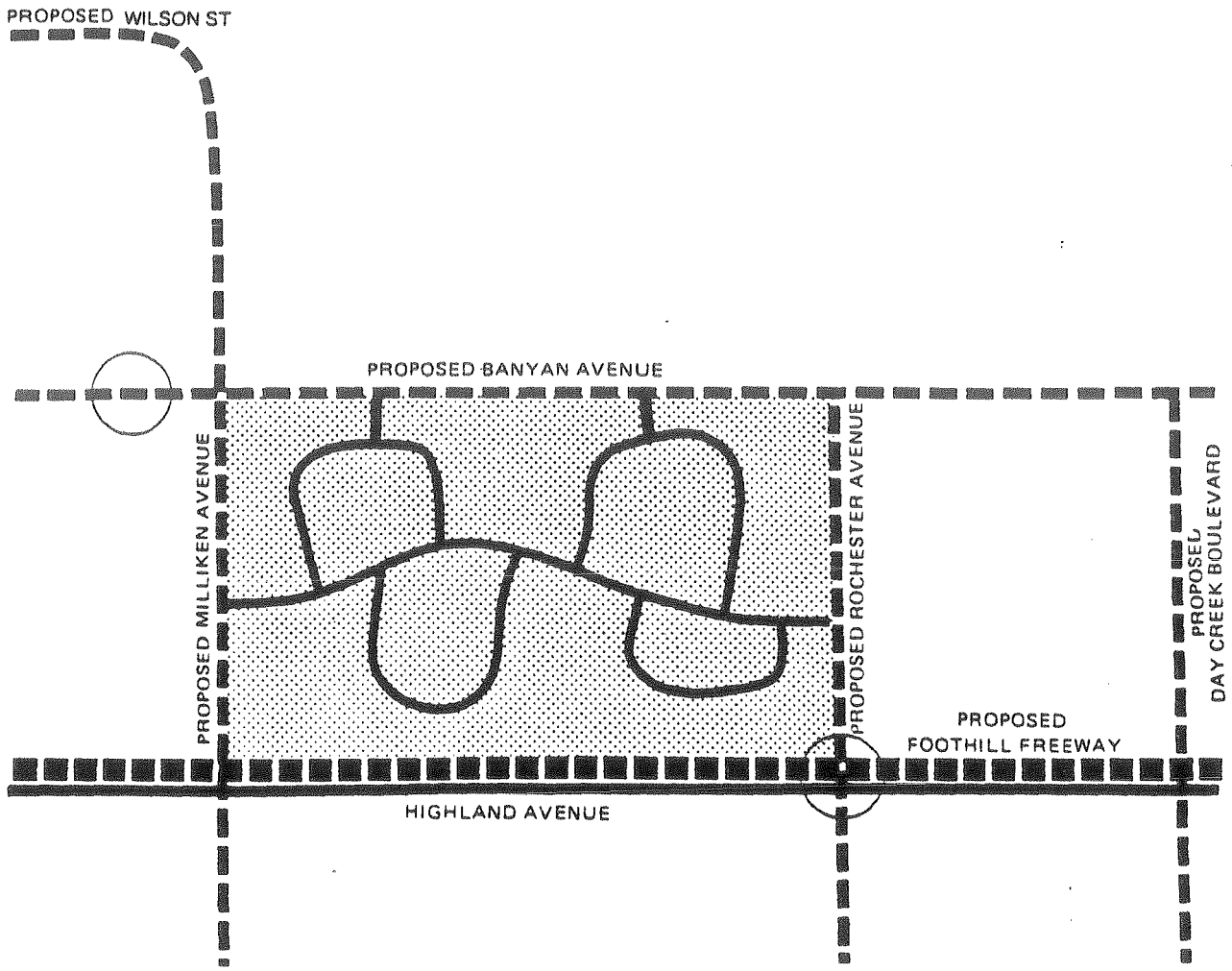
The proposed extensions of both Banyan and Rochester Avenues is not necessary for the development of this P.C.. The provision for these two roads does provide greater flexibility and additional roadway capacity for accommodating future growth in the West Valley Foothills Communities area.

Milliken, Rochester and Banyan provide access to the community. The possible commercial parcel will take access from Milliken and from the project parkway. Within the P.C., an east-west parkway forms the backbone of the street system as it connects the community to both Milliken and Rochester Avenues. The parkway is designed as a landscaped corridor which links together the collector loop roads. The collectors, in turn, become the backbone for the cul-de-sac streets and closed loop streets on which the homes are situated. The collector loop streets organize the community into neighborhoods, while the parkway connects those neighborhoods to the P.C. community and to the region.

Exhibit 11 outlines the circulation concept.

The parkway not only forms the backbone of the street system within the P.C., it also acts as the spine of the pedestrian circulation system. This pedestrian system connects the residential neighborhoods, the possible future commercial parcel, the park and the larger community. In addition a community equestrian trail is located at the northern edge of Banyan.

Exhibit 12 depicts the trail systems.



LEGEND

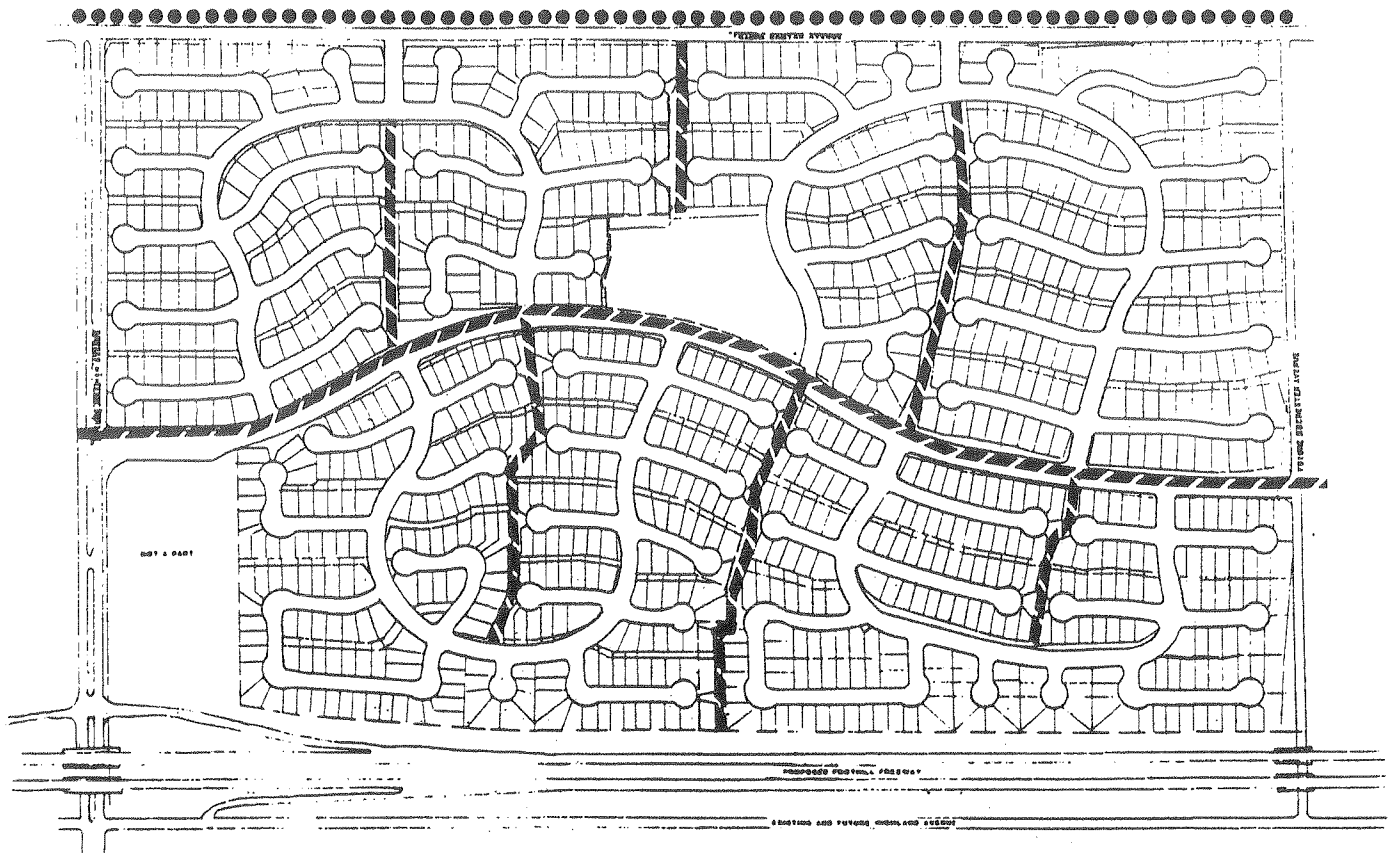


THESE AREAS VARY FROM EXISTING OFFICIAL PLANS. VARIATIONS AGREED UPON WITH CITY AND COUNTY REPRESENTATIVES TO IMPROVE REGIONAL, CITY AND COUNTY TRAFFIC FLOWS.

EXHIBIT 11

CIRCULATION PLAN





LEGEND

- EQUESTRIAN TRAIL
- ▨▨▨▨▨ PEDESTRIAN TRAIL

EXHIBIT 12

TRAIL SYSTEM



C. PROTECTION OF SCENIC HIGHWAYS

There are no scenic highways in the immediate area of the project site; however, in the event that any are proposed in the near future, consideration will be given to the guidelines set up by the regulating authority.

D. DEVELOPMENT STANDARDS

The plans and cross sections on the following pages are intended to convey the overall community design intent of this plan.

Exhibit 13 is the proposed site plan for the residential areas of the community. It contains a cross section key that identifies the locations of the cross sections shown in Exhibit 14.

Exhibits 15 and 16 depict the conceptual landscape plan for the community and indicate proposed plant material species. Wherever possible, drought tolerant material adapted to the area have been selected. The intent of the plant selection and landscape plan is to create a strong community image through the extensive use of dense tree masses and regular street tree plantings. Because of the simplicity and informality of the design, maintenance costs are expected to decrease as the trees mature. Maintenance costs will be paid as a special assessment as property owners' tax bills and all common landscape areas will be maintained as part of a special assessment district. Refer to the cross sections (Exhibit 14, D-Q) for a more detailed description of which areas are to be included in the assessment district.

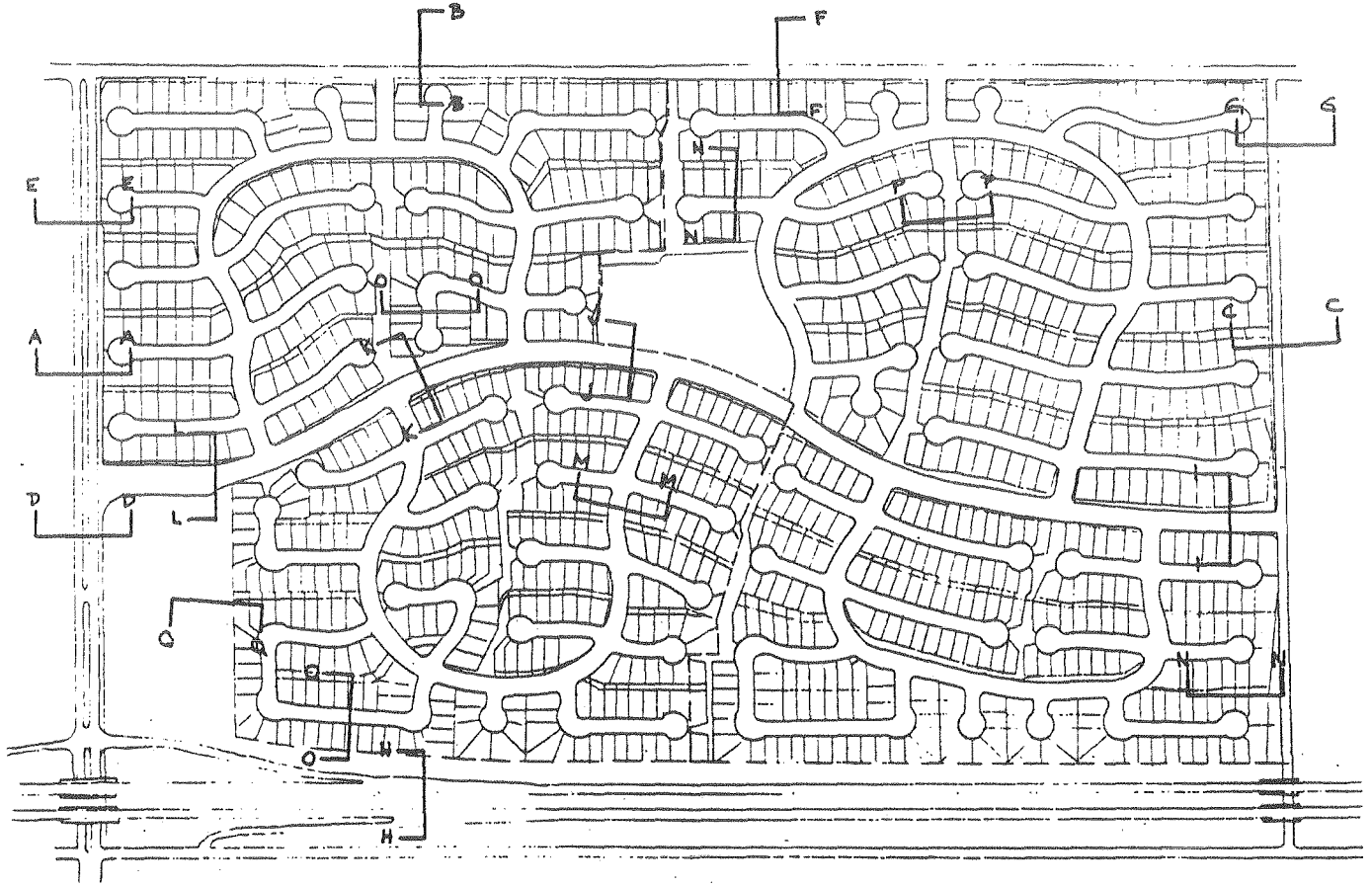


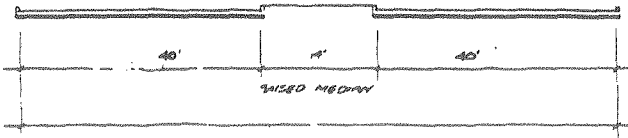
EXHIBIT 13

SECTION KEY MAP



PROPOSED

REQUIRED



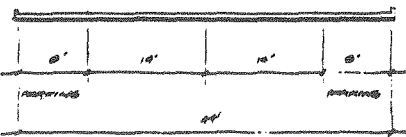
SAME

SECTION A
MILLIKEN



NONE

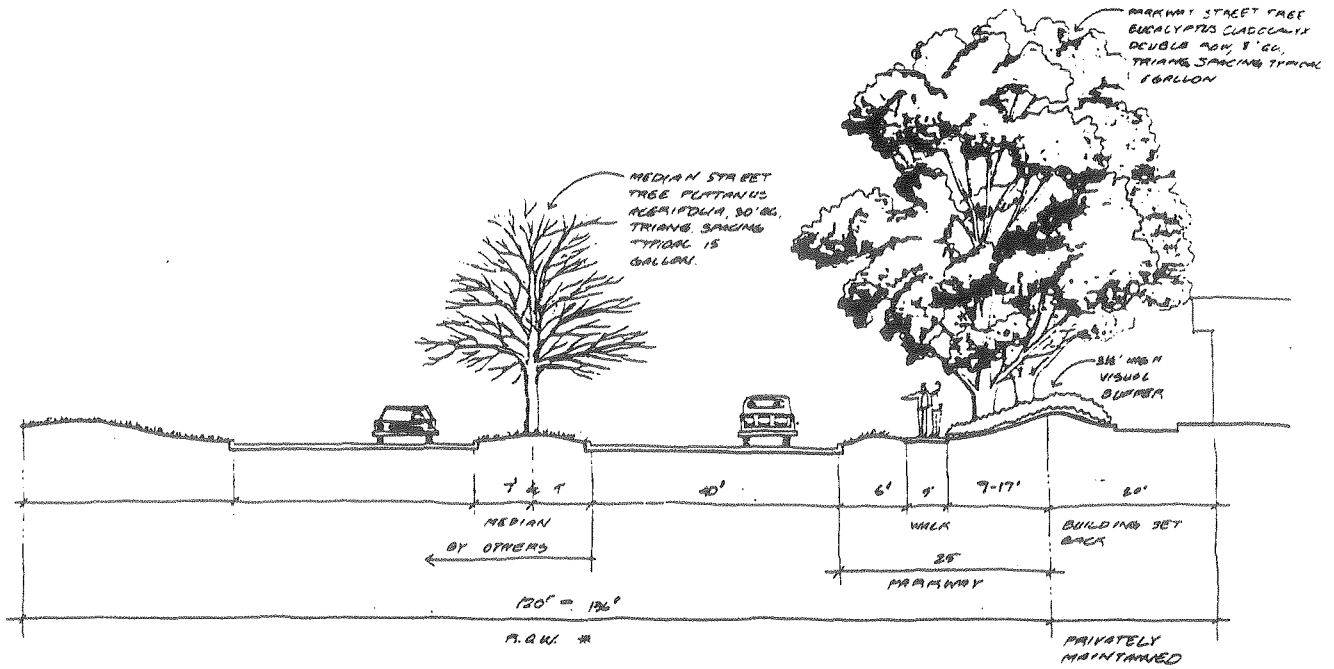
SECTION B
BANYAN



NONE

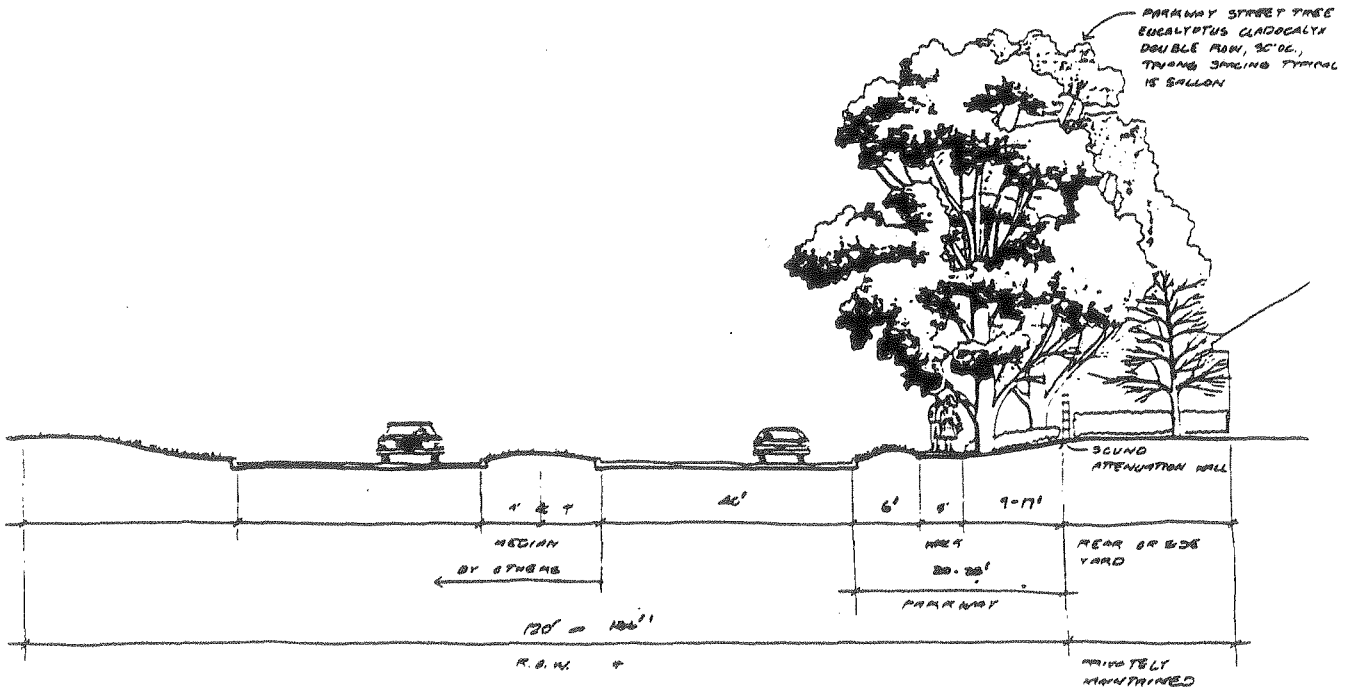
SECTION C
ROCHESTER

EXHIBIT 14



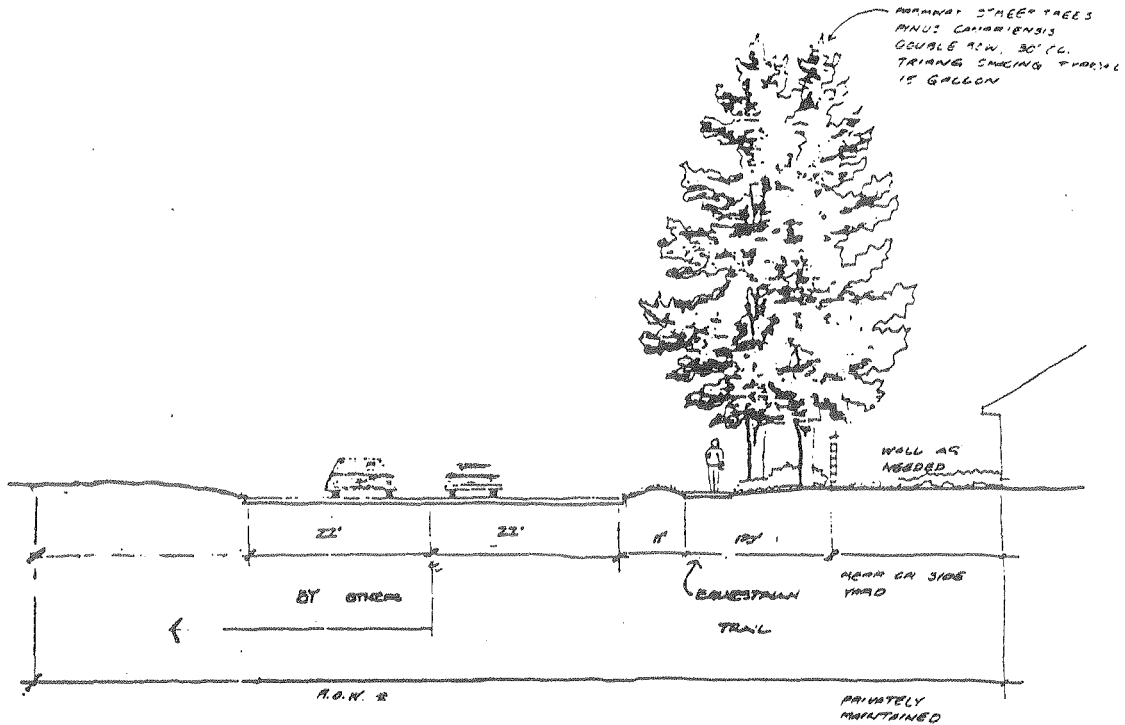
* MAINTAINED BY SPECIAL ASSESSMENT DISTRICT

SECTION D MILLIKEN AT POSSIBLE FUTURE COMMERCIAL (NOT A PART)



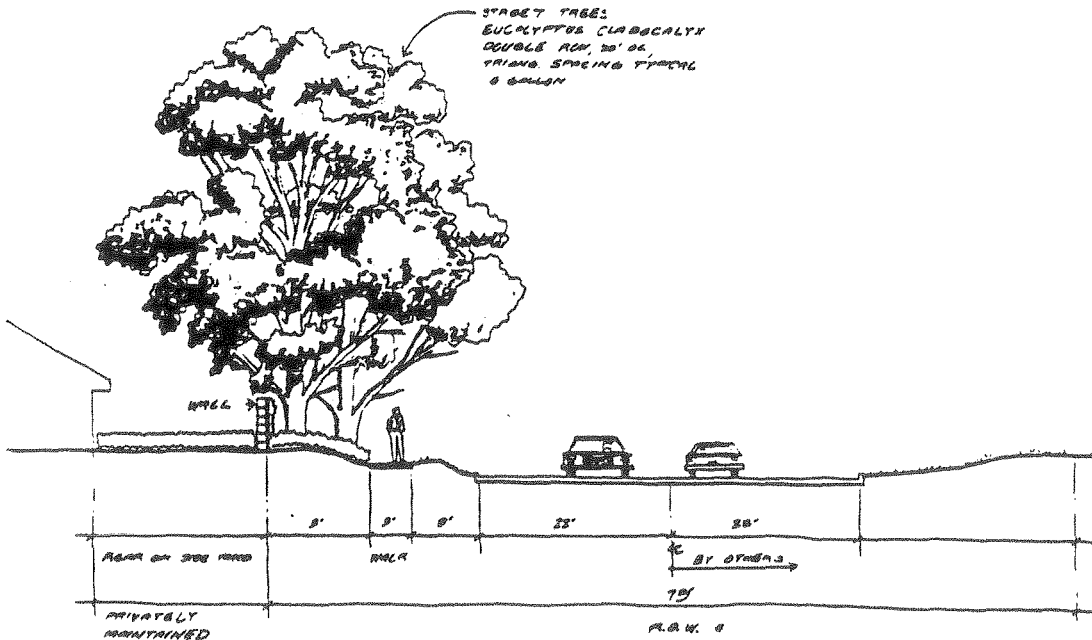
* ASSUMES DEVELOPMENT OF THE FLOOD CONTROL DRAINAGE PROPERTIES TO THE NORTH AND WEST SHARING BY THOSE PROPERTIES. MAINTAINED BY SPECIAL ASSESSMENT DISTRICT

SECTION E MILLIKEN AVENUE



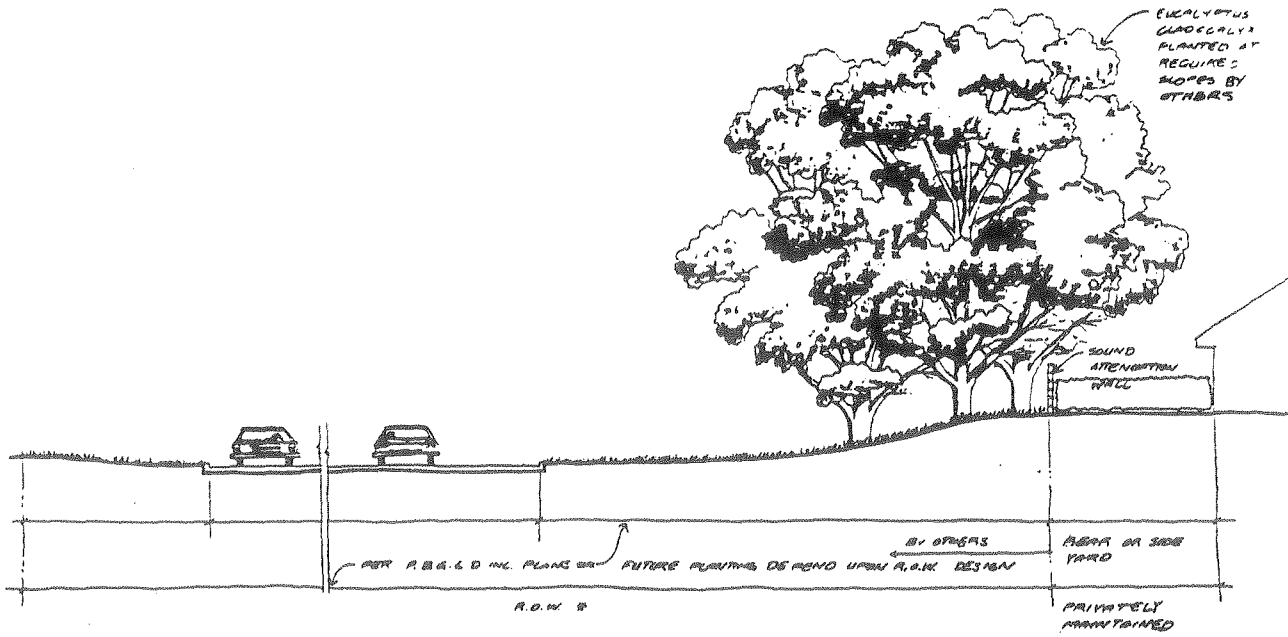
MAINTAINED BY SPECIAL ASSESSMENT DISTRICT

SECTION F BANYAN AVENUE



MAINTAINED BY SPECIAL ASSESSMENT DISTRICT

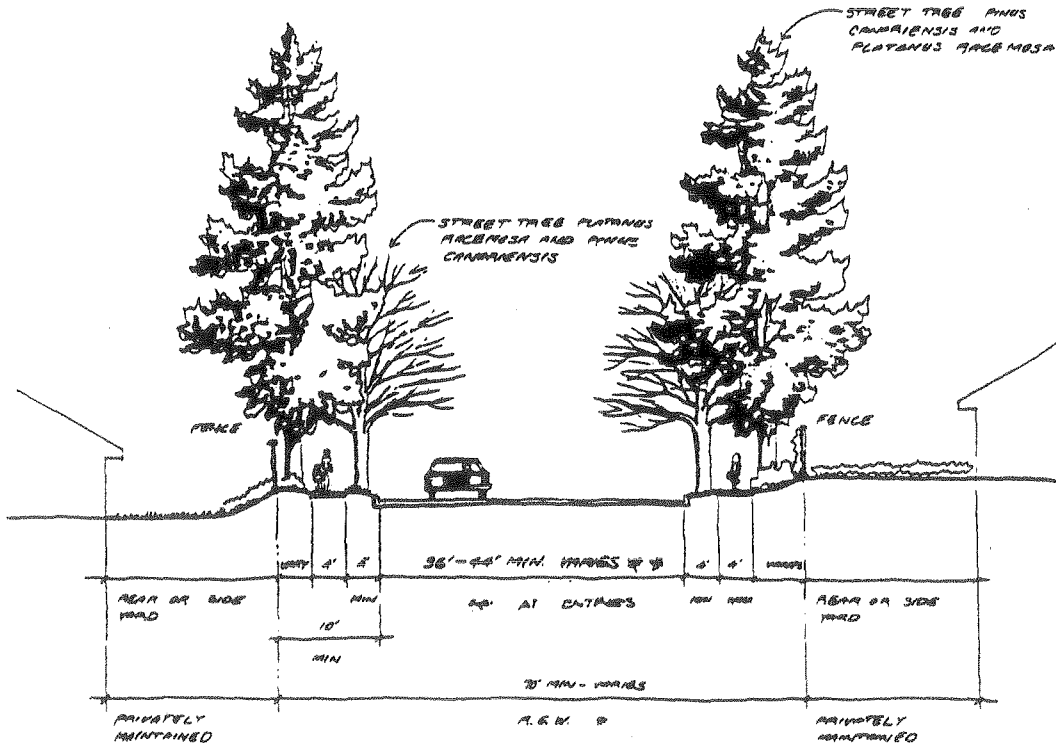
SECTION G ROCHESTER AVENUE



* MAINTAINED BY SPECIAL ASSESSMENT DISTRICT UNTIL CONSTRUCTION OF FOOTHILL FREEWAY

* ROUTE 30 CORRIDOR STUDY BY PARSONS, BRINCKERHOFF, QUADRE & DOUGLAS, INC.

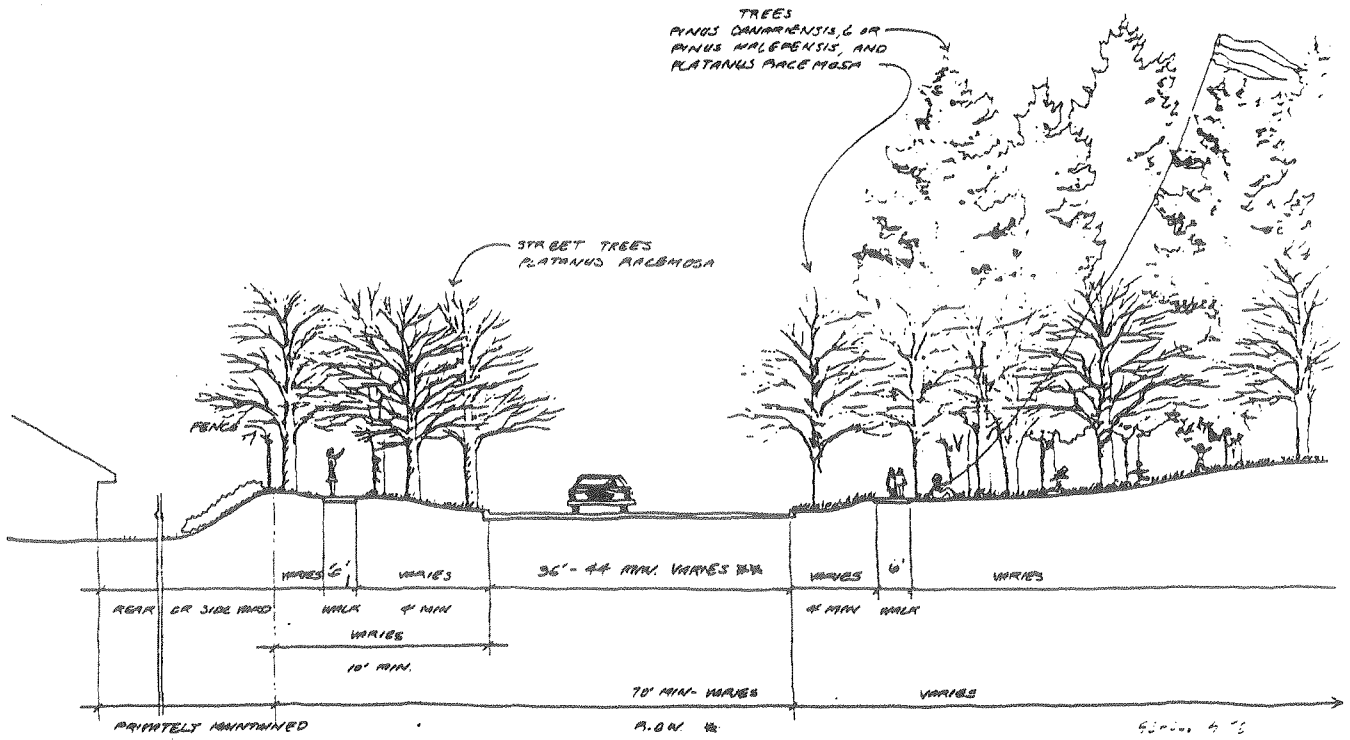
SECTION H FOOTHILL FREEWAY



* MAINTAINED BY SPECIAL ASSESSMENT DISTRICT

* VARIES FOR SPACING AND SITE LINES AS NECESSARY

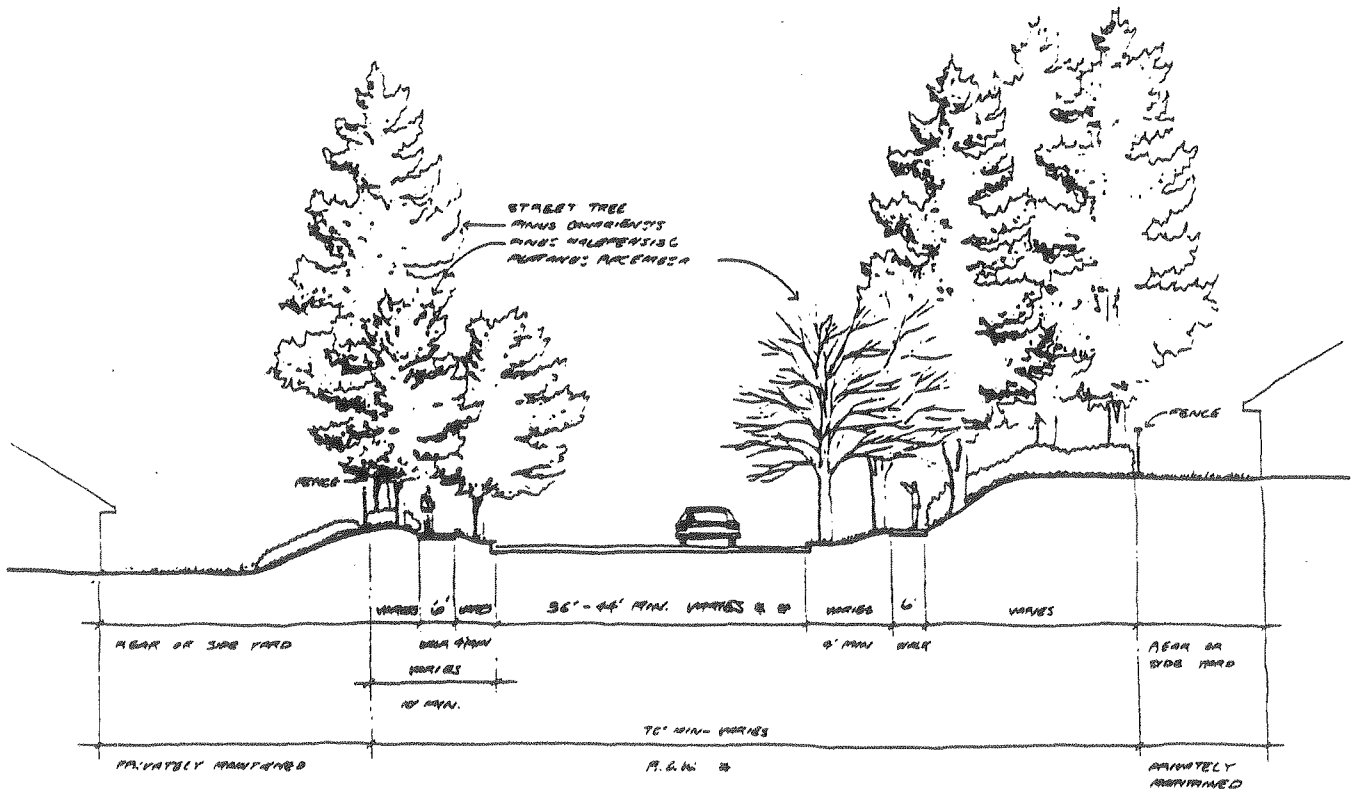
SECTION I PARKWAY ENTRANCE



MAINTAINED BY SPECIAL ASSESSMENT DISTRICT

VARIES FOR APPROPRIATE AND SITE LINES AS NECESSARY

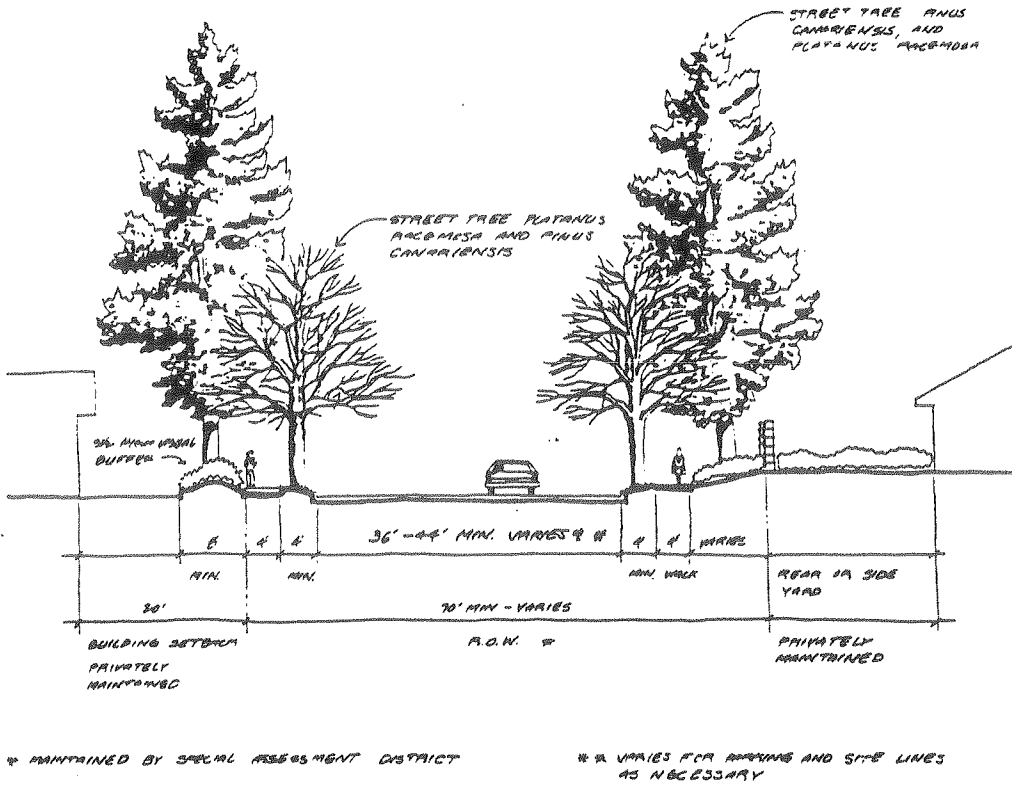
SECTION J PARKWAY AT ELEMENTARY SCHOOL



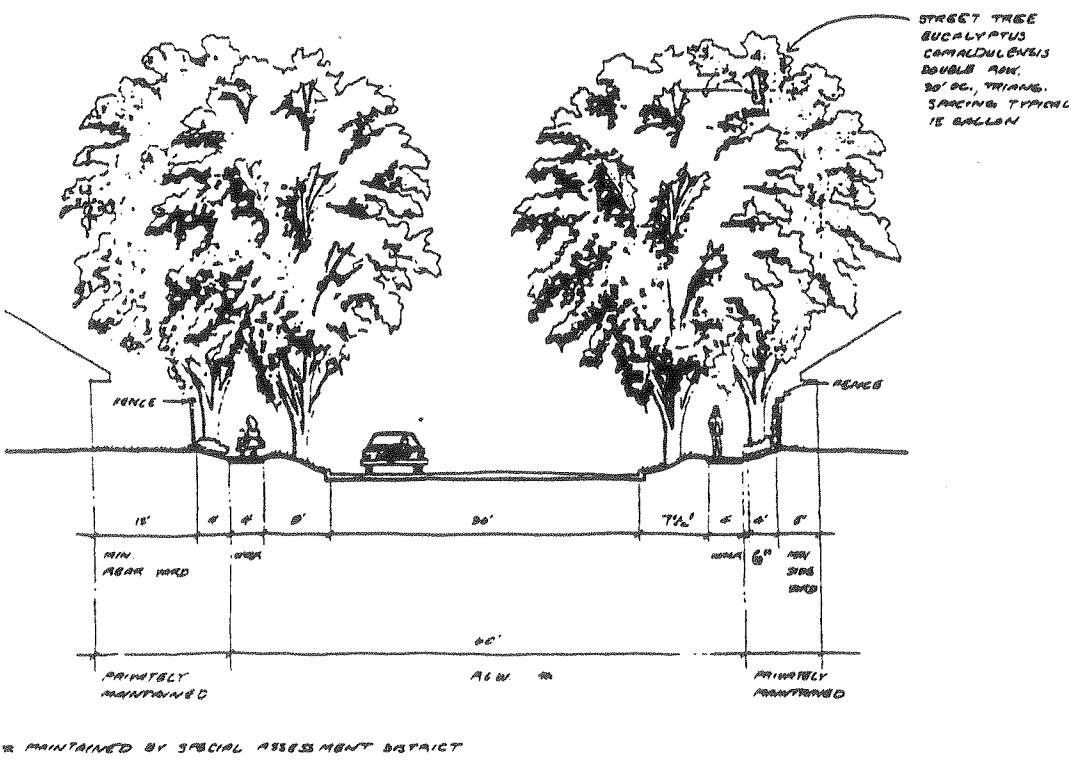
MAINTAINED BY SPECIAL ASSESSMENT DISTRICT

VARIES FOR APPROPRIATE AND SITE LINES AS NECESSARY

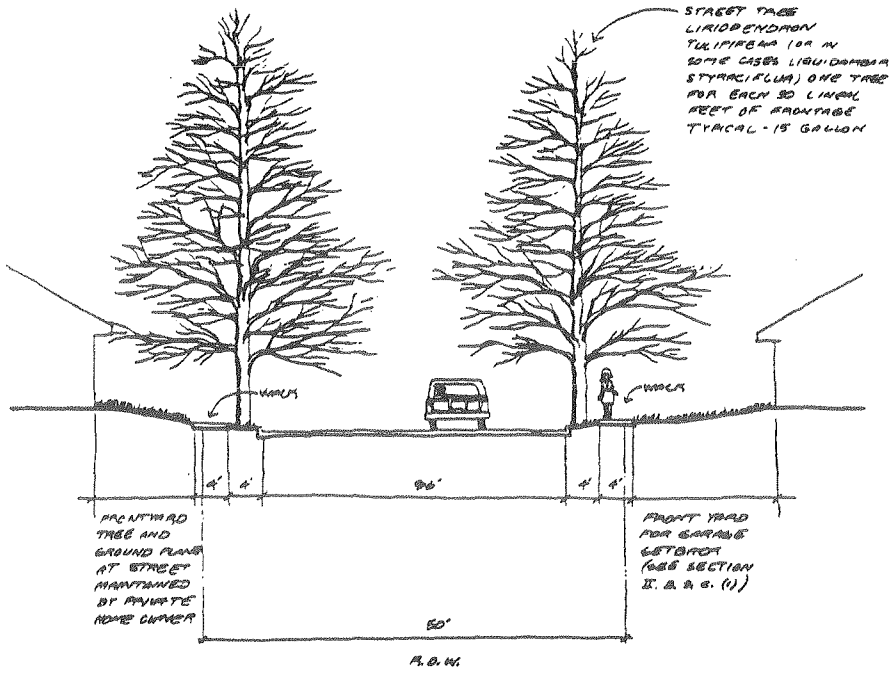
SECTION K PARKWAY



SECTION L PARKWAY AT POSSIBLE FUTURE COMMERCIAL (NOT A PART)

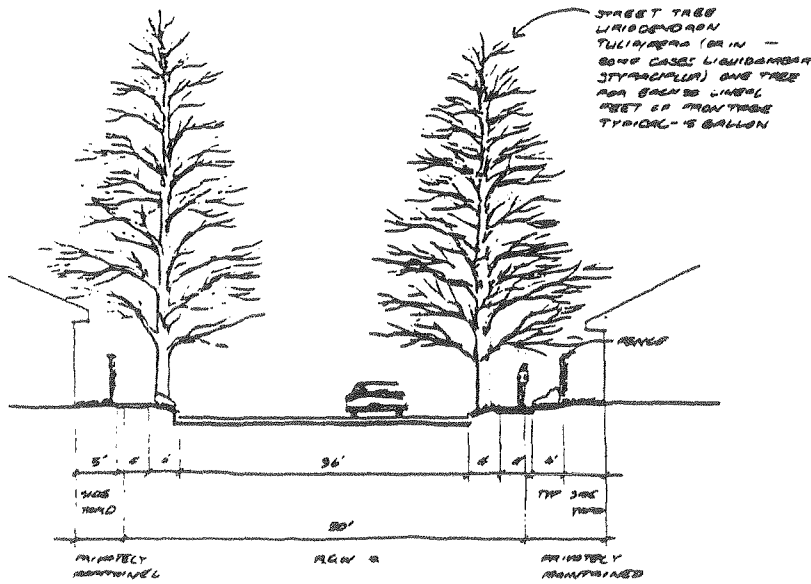


SECTION M LOOP ROAD



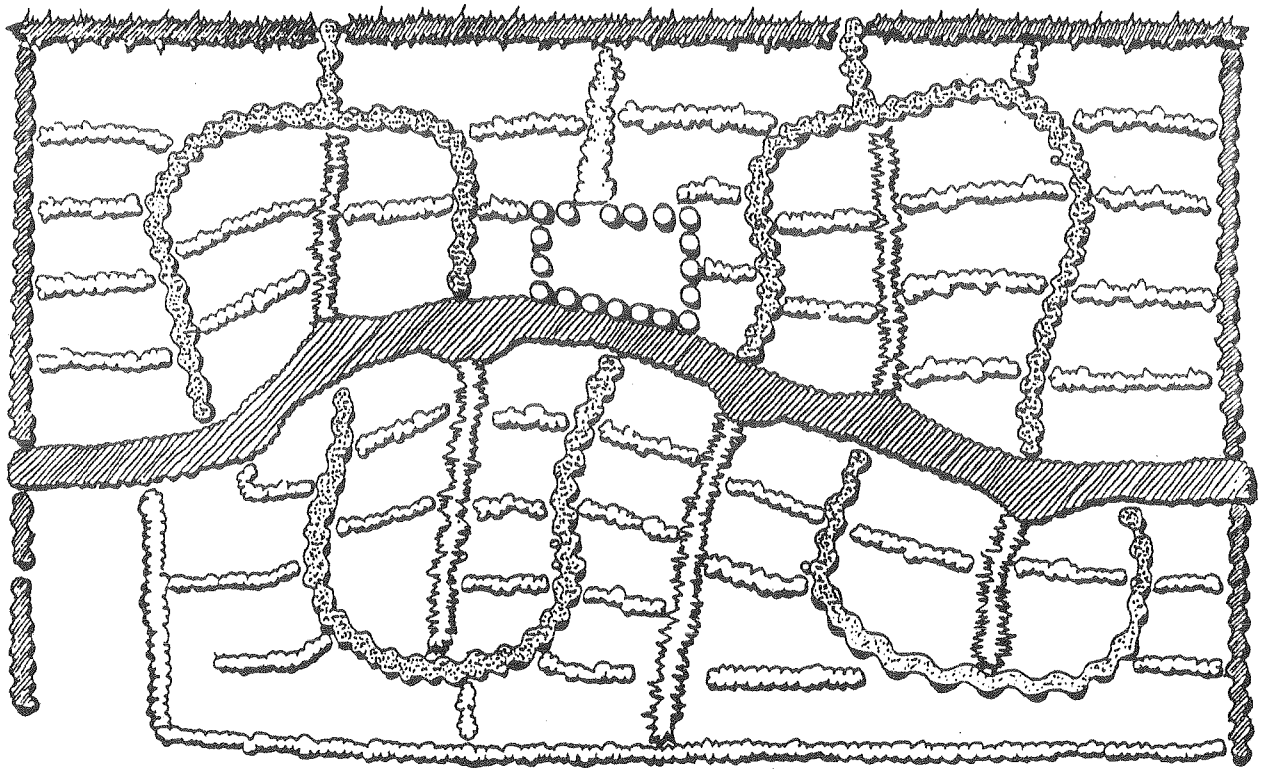
MAINTAINED BY SPECIAL ASSESSMENT DISTRICT

SECTION N CUL-DE-SAC / CLOSED LOOP STREET

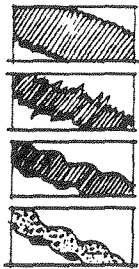


MAINTAINED BY SPECIAL ASSESSMENT DISTRICT

SECTION O CUL-DE-SAC / CLOSED LOOP STREET



LEGEND



PARKWAY SPINE :
PINES, SYCAMORES

BANYAN AVENUE :
PINES

MILLIKEN/ROCHESTER :
AVENUES EUCALYPTUS

LOOP ROADS :
EUCALYPTUS



SLOPE AREAS :
HYDROSEED MIX

TRAIL GREENBELTS :
PINES

ELEMENTARY SCHOOL
LANDSCAPE

**NOTE: ALL LOCAL STREETS TO BE PLANTED WITH STREET TREES:
ONE TREE/30 LINEAR FEET OF STREET FRONTAGE.**



LANDSCAPE CONCEPT
FOR ADDITIONAL LOTS

EXHIBIT 15

LANDSCAPE CONCEPT PLAN



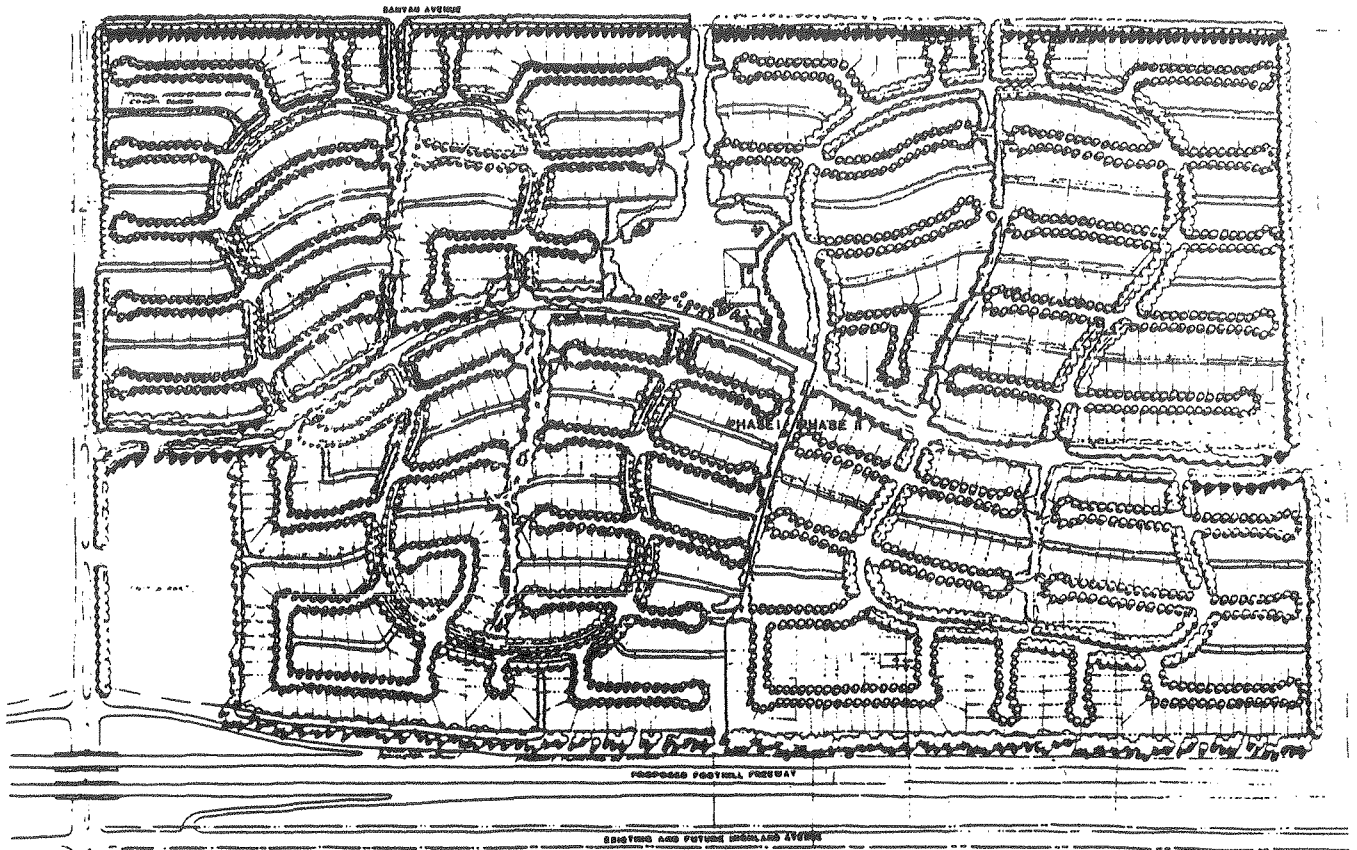


EXHIBIT 16

LANDSCAPE ILLUSTRATIVE



VI. COMMUNITY DESIGN

The P.C. is designed to be compatible with the planned community of Victoria, which is adjacent to the south. The P.C. focuses on an open space system which ties together the whole community through a network of trails and park space. The open space system provides a sense of identity for the community and access to communities and regional recreation. The landscape palette is designed to be compatible with the landscape character of established communities like Etiwanda and with Victoria. As the site slopes to the south at 4%+, an attempt has been made to keep all the roads at grade. Where graded slopes occur between lots, and in accordance with the City of Rancho Cucamonga, care will be taken to reduce runoff and erosion. The toe and crest of any slope over 5 feet in vertical height will be rounded and designed in proportion to the total height of the slope. Prior to the placement of fill all slopes greater than 5 feet will be watered and wheel rolled. All slopes greater than 5' will be hydroseeded and irrigated.

The road system within the P.C. helps to both define neighborhoods and to tie together the whole community. The loop streets delineate neighborhoods. Within each neighborhood, a series of cul-de-sac streets provides residents access to their homes to the open space and park system. The parkway widens out whenever a loop street intersects, to provide a small park space as a visual terminus. Thus, the parkway ties together all the neighborhoods and the park as it flows through the community.

The character of the P.C. and unity of the neighborhoods will be achieved through the use of plant materials. At the Milliken and Rochester entrances to the community a low slumped block entry sign announces the name of the community to residents and visitors. Along Milliken, Banyon and Rochester Avenues and the Foothill Freeway, a decorative slumped block wall of the same character as the entry signs, will buffer noise, provide privacy, and identify the community. Wooden fences will provide privacy for homeowners along the parkway, loop streets, and trails.

See Exhibit 17 for entry sign and perimeter wall character.

This P.C. is intended to be a community with a strong identity, centered on a system of recreational open space. Each element has been designed to allow residents to enjoy their community's park-like character. This P.C. will be a positive extension of neighboring Victoria.

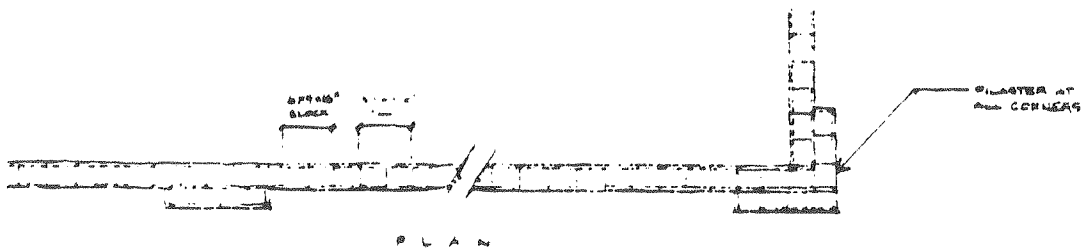
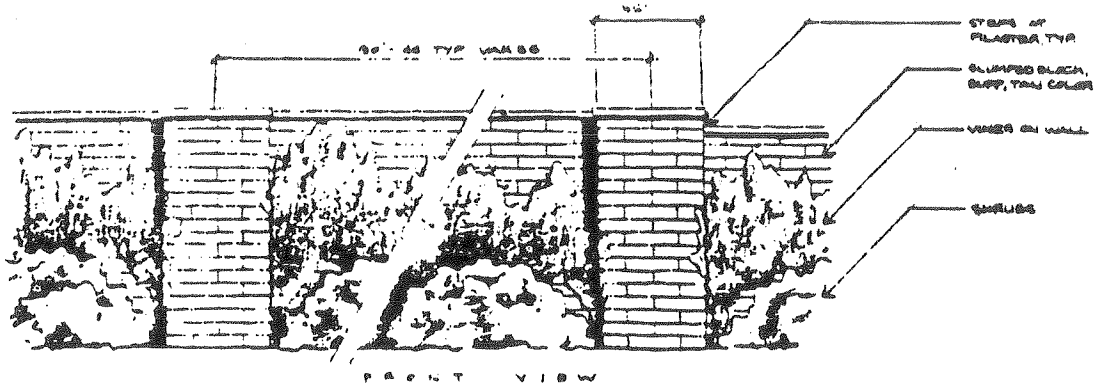
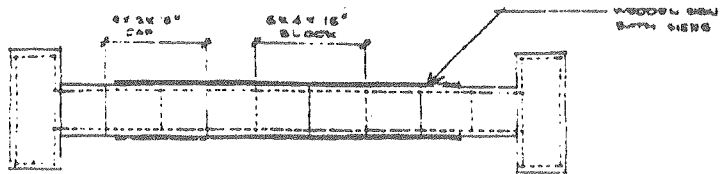
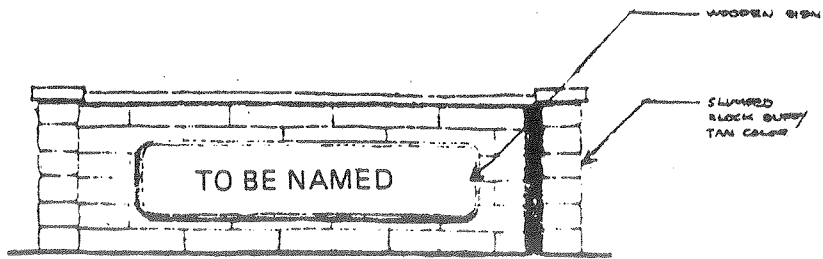


EXHIBIT 17

ENTRY SIGN AND WALL CHARACTER

Exhibits 18 and 19 on the following pages are the proposed tentative map and the conceptual grading plan.

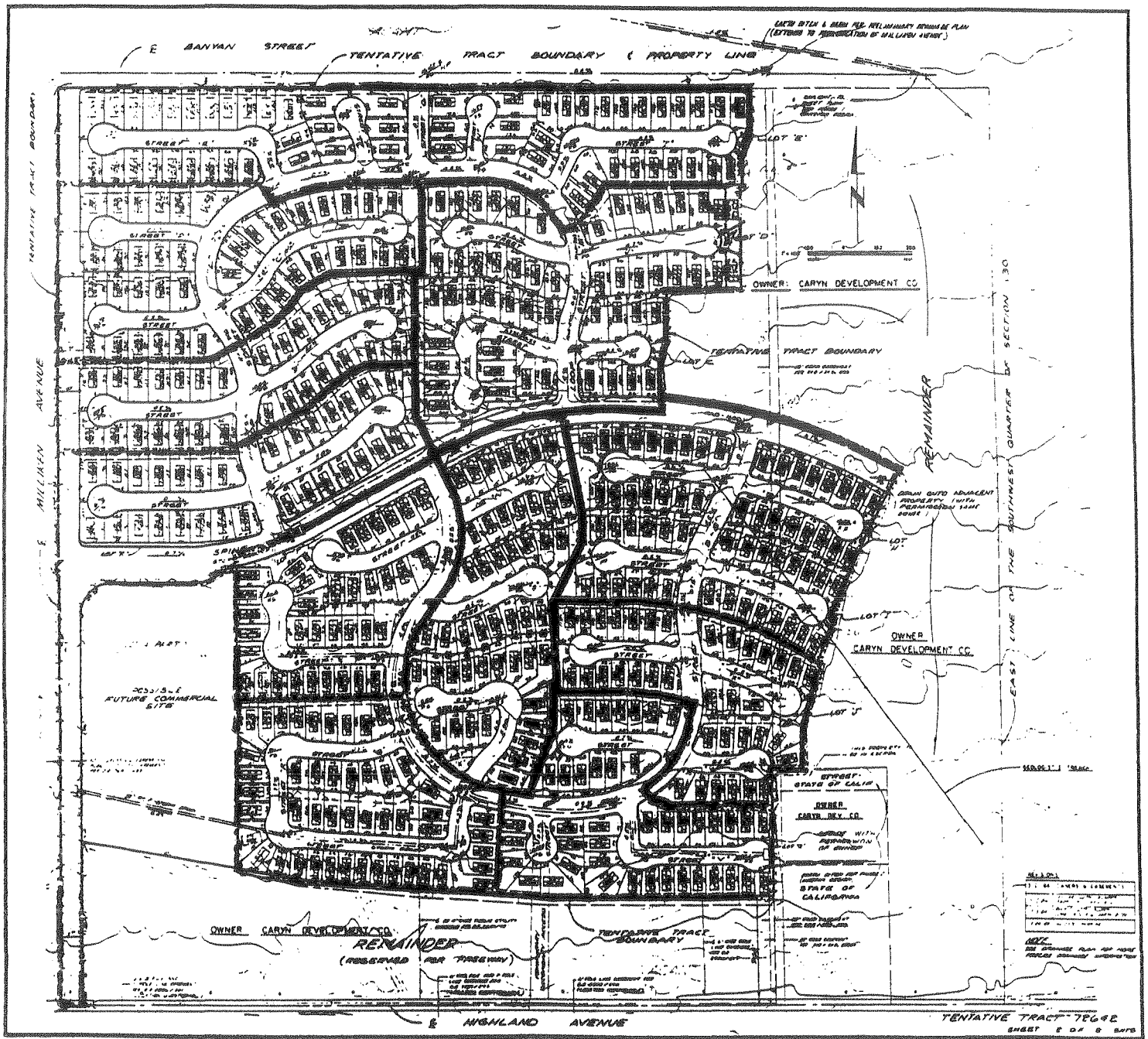


EXHIBIT 18A

PROPOSED TENTATIVE TRACT MAP

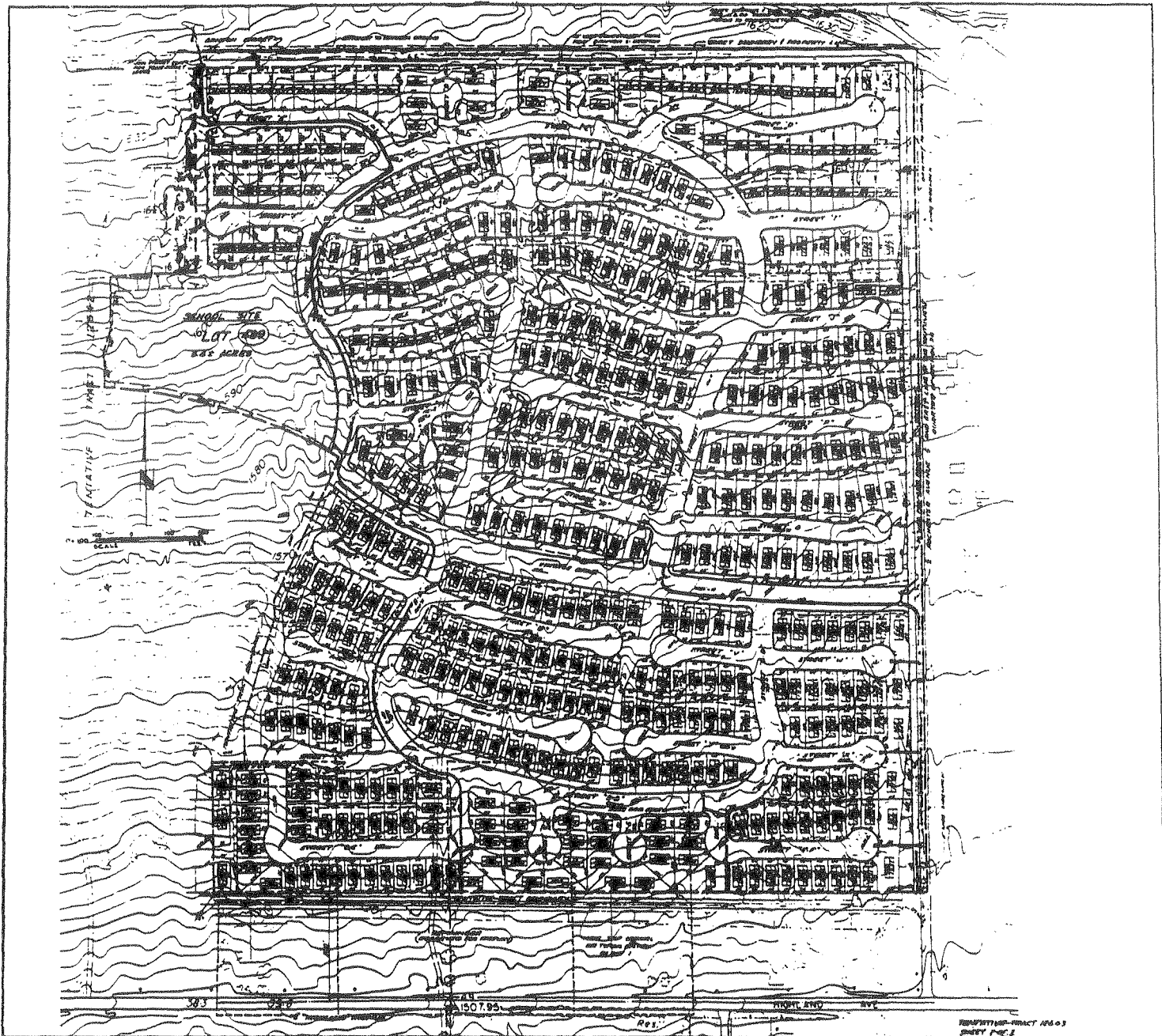
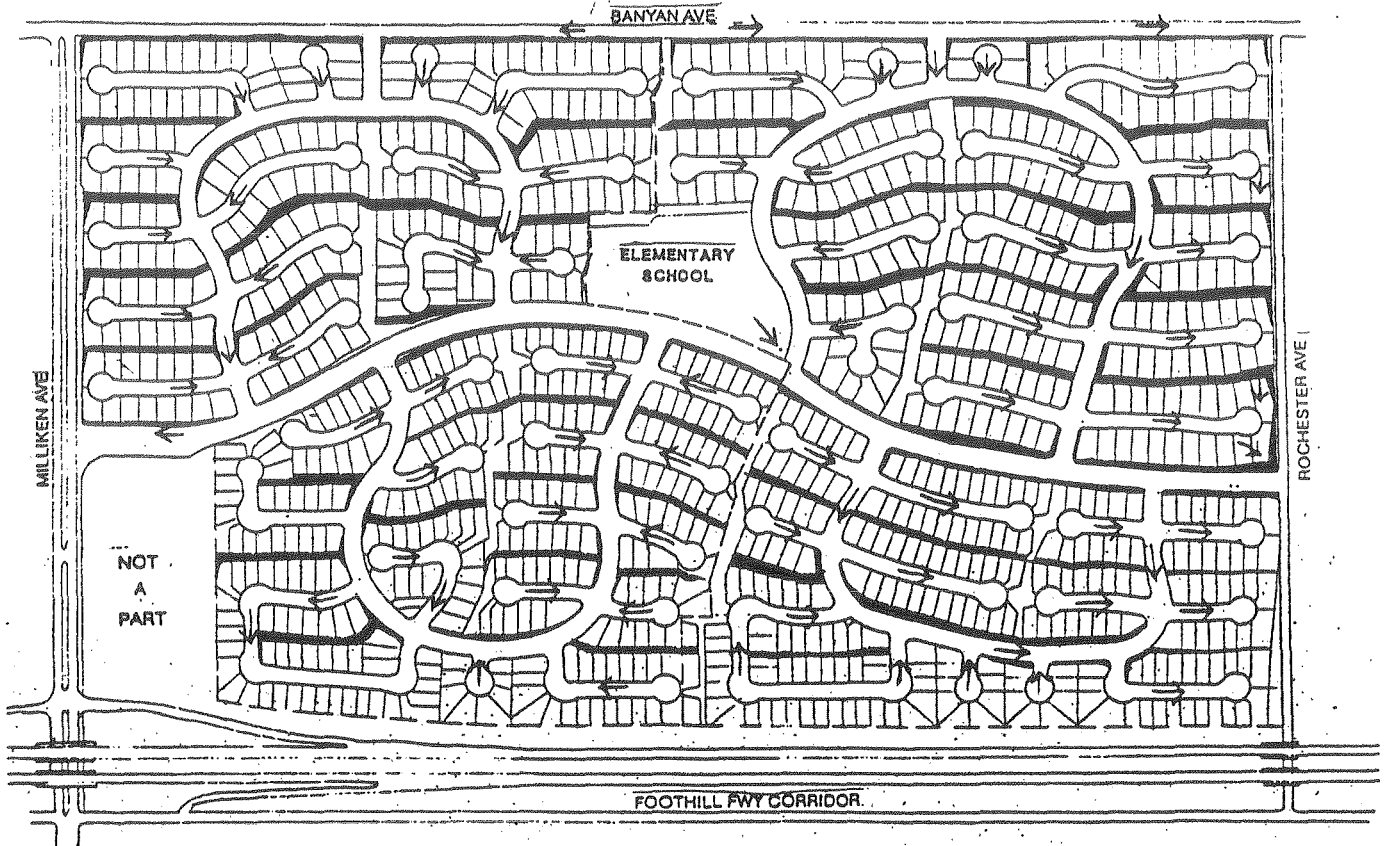


EXHIBIT 18B

PROPOSED TENTATIVE TRACT MAP



LEGEND



-  DIRECTION OF FLOW
-  SLOPED AREAS

EXHIBIT 19

CONCEPTUAL GRADING

VII. CONSERVATION AND OPEN SPACE

A. PRESERVATION OF NATURAL RESOURCES

The San Gabriel mountains are characterized by a variety of natural resources. The complex hill and canyon landforms which supply the scenic backdrop to the valley floor also provide the natural habitat for wildlife, and the watershed for ground water recharge. Much of the scenic value of the regional planning area today is attributed to its natural features.¹

Development impacts will be minimized by proper planning and management. Attention will be given to proper grading practices, to conserve topsoil and prevent erosion. Contour grading techniques will be utilized to blend with the existing natural terrain and where possible, graded slopes. If approved by a soil engineer, grades may reach a maximum ratio of 1-1/2:1 ratio when used for contouring purposes in limited areas.

To maintain the feeling of the natural landscape and to integrate this project into the adjacent communities, attention will be given to the use of landscape materials that are native and/or drought tolerant, and which are similar to those found in adjoining communities.

B. PRODUCTION OF NATURAL RESOURCES

Within the vicinity of the planning area, there are two known reserves of high quality aggregate, an essential building material. It is likely that extraction operations will occur some distance north of the P.C.. However, production of these materials is not economical on the project site.

C. OUTDOOR RECREATION

In addition to the regional recreational opportunities which have been described in Section IV. D-(3), Community Facilities-Parks and Open Space, the project will provide a pedestrian oriented open space system. (Exhibits 3, 13, and 14).

The open space system is based upon a greenbelt concept in which project cul-de-sacs look onto the greenbelt trails. These greenbelts act as a continuous open space element tying together individual neighborhoods into a coherent community. These greenbelt corridors also provide access north of the site to regional recreational opportunities. This project pro-

¹ San Bernardino County, West Valley Foothills Community Plan, (1983), p. D2-11.

vides residents many recreational options: the greenbelts allow walking, jogging, bicycling, roller skating and the like within the community, and they allow access to regional open space, while the six and one-half acre park at the center of the community is large enough to accommodate many forms of recreation.

D. PUBLIC HEALTH AND SAFETY

The General Plan of the City of Rancho Cucamonga includes sections on Public Health and Safety that are intended to introduce safety considerations into the planning process. These include: wild fires, flooding, soil erosion and seismic activity. Prevention measures for the first three hazards, wild fire, flooding and soil erosion are discussed below; seismic hazards are covered in Section VIII.

I. Wild Fires

According to the Health and Safety maps of the San Bernardino Consolidated General Plan, approximately 75% of the Foothill planning area is within the high wildland hazard zone due to a combination of highly flammable vegetation, limited accessibility to rugged terrain and climatic conditions.

The threat of wildland fire can be reduced by respecting the following development standards. These standards include:

- a. use of fire resistant construction materials
- b. provision of appropriate transportation corridors for fire truck access
- c. establishment of fire buffers where appropriate
- d. provision of adequate water lines, fire hydrants, and flows in accordance with the criteria established by the Foothill Fire Protection District, and
- e. provision for irrigation of landscaped slopes which exceed five feet in vertical height.

2. Flooding

Large portions of the Foothill planning are also subject to winter and spring flooding. Extensive flood control improvements have been provided to protect properties draining to Deer Creek. To the east a flood control facilities plan has been prepared and approved.¹

The project site is partially subject to flood hazards. Phase I of development is currently protected from flooding by Deer Creek improvements. Phase II will be protected prior to development by either Deer Creek improvements or improvement of Day Creek spreading basin levee. Drainage within the development will meet the standards of the City of Rancho Cucamonga. Both phases will drain to Day Creek and retention will be substantially retarded by flowing through the Highland Avenue retention basin. Currently the Developer has agreed to a Mello-Roos election this June, which, with Rancho Cucamonga R.D.A. funds, will be sufficient to construct these facilities.

As one of the other alternative flood protection plans, the existing Day Creek Levee can be strengthened and provisions made to divert any floodwaters into the existing Highland Avenue flood control basin immediately southeast of the property.

Other flood control measures include:

- a. provision of drainage facilities that will be properly linked with community wide drainage facilities
- b. preparation of grading plans to control flooding problems and slope stability
- c. controlling grading during the rainy season
- d. planting of newly graded areas to prevent erosion and
- e. development of a soil erosion plan to be used in conjunction with grading plans.

3. Soil Erosion

The P.C. provides for protection of slope areas to minimize erosion. Mitigation measures include:

- a. moisturizing soils during construction to minimize wind erosion
- b. using soil stabilization controls during grading phases

¹ San Bernardino County, West Valley Foothill Community Plan, (1983), D2-16.

- c. maintaining moderate height cut and fill slopes at angles of 2:1 maximum.
- d. planting and irrigating graded slopes greater than five feet in vertical height
- e. allowing for shrinkage and subsidence factors during fill calculations
- f. conforming to CAL-OSHA and local safety requirements during trenching operations and
- g. conducting future geotechnical studies when appropriate, to control earth work, embankment design, foundation considerations, and tree retention where feasible.

VIII. SEISMIC HAZARDS AND PUBLIC SAFETY

A. POTENTIAL SEISMIC AND SAFETY HAZARDS

The planning area is located in an historically active earthquake zone. Several fault systems in both the West Valley Foothills and in Southern California are considered active. These faults could affect the project site in the form of ground shaking, ground rupture and ground failure.

The largest and most consistently active fault zone in California is the San Andreas Fault Zone which is located north east of the project site. The closest fault zones to the project site are the Cucamonga and the Red Hill Fault Zones. The Cucamonga Fault is located north of the project site. It is a 20 mile long segment within the Sierra Madre fault zone and is considered to be active, having moved within the last 10,000 years. The Cucamonga Fault has not experienced a significant earthquake in historic time, but is judged to be capable of a maximum credible earthquake of 7.0. It could generate strong ground motion at the site but because the soils are granular, the potential for liquefaction is considered low.

The Red Hill Fault Zone intersects the Cucamonga Fault Zone in two separate places. Geologic literature indicates that it lies within the City of Cucamonga Study Zone, but research has failed to establish the existence of either the fault or fault splays on the subject property.

On-site investigations by registered geologists do not indicate the presence of any subsurface conditions which could reasonably be interpreted as representing faulted displacement of alluvium. Based on geologic and geophysical testing, the geologic consultants have concluded that the risk of surface rupture occurring at the project site is remote. (Refer to Appendix for Geologic and Geophysical Feasibility Study.)

B. SAFETY FEATURES

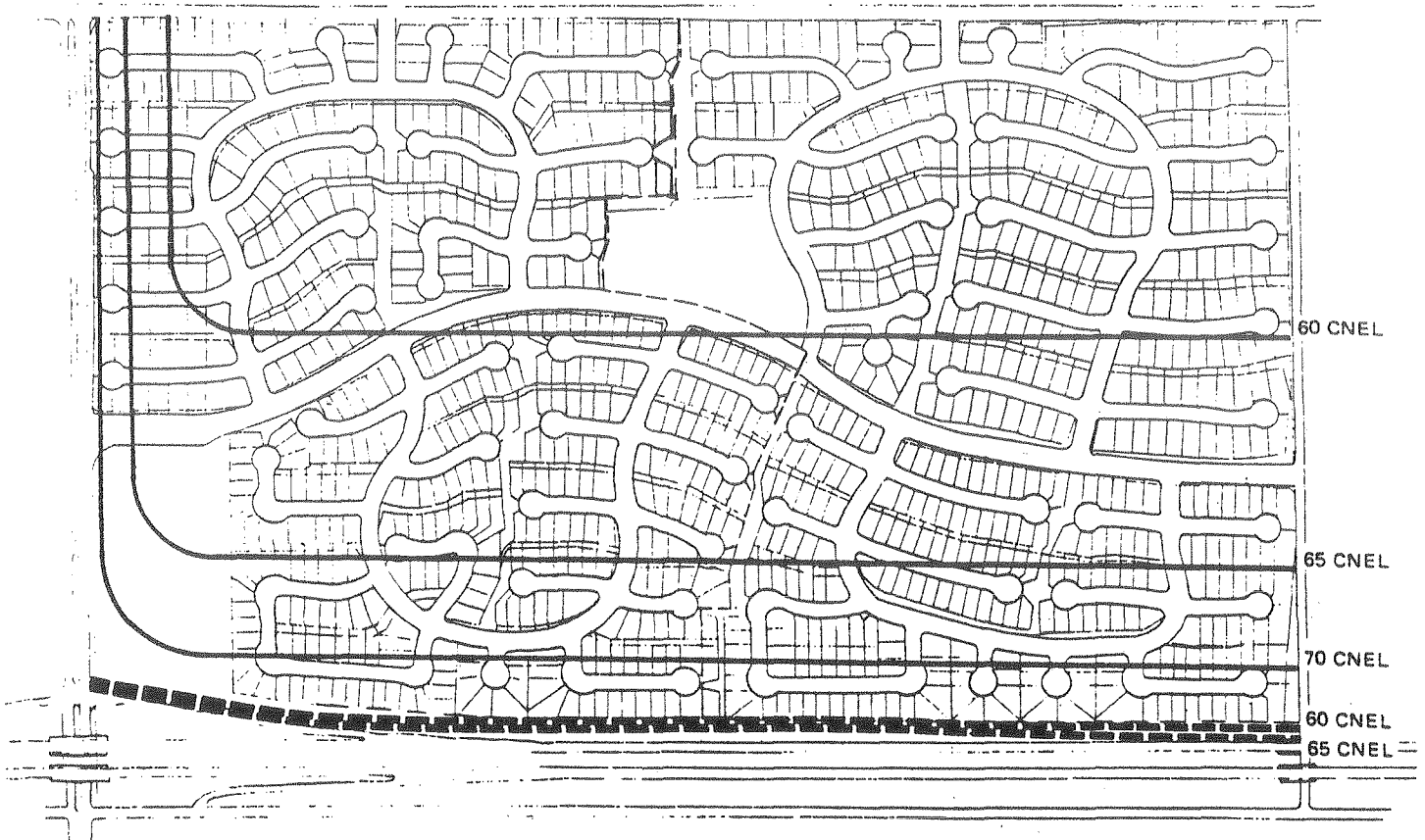
The probability for ground acceleration at the site may be considered similar to Southern California as a whole. Horizontal accelerations induced by an earthquake may affect structures and/or earth embankments. Experience has shown that wood frame structures, designed in accordance with the Uniform Building Code, tend to resist earthquake effects. In addition, on-site grading will be limited to a maximum 1 1/2:1 ratio (with approval by a soil engineer and the City of Rancho Cucamonga, and will conform to City safety standards.

IX. NOISE

Noise impacts are commonly measured using the Community Noise Equivalent Level (CNEL) noise index. CNEL is a method of representing the average daily noise exposure at a given location.

Roadway noise exposure is important for future residents of the project site because of the proposed extension of the Foothill Freeway along the southern boundary of the project site.

Exhibit 16 on the following page illustrates noise contours with and without mitigation measures. Specific noise mitigation measures (berms, barriers, building orientation, etc.) will be developed in conjunction with project development plans. Site design measures, such as those listed in the Noise Impact Study which was conducted for this project, will be incorporated into each level of project design. The combination of these mitigation measures will achieve a desirable noise environment which is acceptable to County Noise Standards. (Refer to Noise Impact Study, Appendix 2).



LEGEND

- CNEL CONTOUR WITHOUT SOUND ATTENUATION
- CNEL CONTOUR WITH SOUND ATTENUATION

EXHIBIT 20

NOISE CONTOURS



X. APPENDIX

A. CONTACT PERSONS

The Caryn Company (Di Iorio family owned)
10340 Foothill Boulevard
Rancho Cucamonga, California 91730
(714) 980-3040
Joe Di Iorio

Kaufman & Broad, Inc.
11601 Wilshire Boulevard, 12th Floor
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(213) 312-5000
Kevin Kirk

Marlborough Development Corporation
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Los Angeles, California 90067
(213) 553-5131
Mike Romeo

Land/Plan/Design Group
4020 Birch Street, Suite 201
Newport Beach, California 92660
(714) 833-0322
Jess Harris

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(714) 497-5471

Hall & Foreman
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Hugh Foreman

Barton-Aschman Associates
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Pasadena, California 91101
(816) 449-3917
Kathryn Heffernan

Larry Seeman Associates
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Newport Beach, California 92660
(714) 640-6363
Hans Giroux