

4.10 LAND USE AND PLANNING

INTRODUCTION

This section describes existing land uses within and surrounding the Plan Area and discusses potential land use impacts that could result from implementing the Plan. The Plan Area includes 4,393 acres of land, of which 305 acres are currently located within the City of Rancho Cucamonga and 4,088 acres consist of unincorporated land located within the City's Sphere of Influence (SOI) proposed for annexation.

Information presented in this section is based on field reconnaissance, review of aerial photographs, and review of relevant planning documents referenced in this section. An evaluation of the proposed Plan's consistency with the Rancho Cucamonga 2010 General Plan (including goals and policies), the City's Zoning Ordinance, and the Southern California Association of Governments' (SCAG's) *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) is provided.

ENVIRONMENTAL SETTING

Regulatory Framework

a. Regional

Southern California Association of Governments

SCAG is the Metropolitan Planning Organization (MPO) for six counties: San Bernardino, Orange, Riverside, Los Angeles, Ventura, and Imperial. The region encompasses a population exceeding 19 million persons in an area of more than 38,000 square miles. As the designated MPO, the federal government mandates that SCAG researches and prepares plans for transportation, growth management, hazardous waste management, and air quality. Additionally, SCAG reviews environmental documents of projects with regional significance for consistency with regional plans. Among the leading activities SCAG undertakes are:

- Maintain a continuous, comprehensive, and coordinated planning process (the "3 Cs") resulting in a Regional Transportation Plan (RTP) and a Federal Transportation Improvement Program (FTIP).
- Develop a Sustainable Communities Strategy (SCS) to address greenhouse gas (GHG) emissions as an element of the RTP.
- Develop demographic projections.
- Develop integrated land use, housing, employment, and transportation programs and strategies for the South Coast Air Quality Management Plan (AQMP).

- Serve as co-lead agency for air quality planning in the Central Coast and Southeast Desert Air Basin districts.
- Developing and ensuring that the RTP and the FTIP conform to the purposes of the State Implementation Plans for specific transportation-related criteria pollutants, per the Clean Air Act.
- Serve as the authorized regional agency for intergovernmental review of proposed programs for federal financial assistance and direct development activities.
- Review environmental impact reports for projects having regional significance to ensure they are in line with approved regional plans.
- Develop an area-wide waste treatment management plan.
- Prepare a Regional Housing Needs Assessment.
- Along with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council, prepare the Southern California Hazardous Waste Management Plan.

SCAG has developed the Southern California Regional Comprehensive Plan (RCP) as a planning framework for the development and implementation of guidelines applied to both the public and private sectors. The RCP functions as a voluntary “toolbox” to assist local jurisdictions in making their General and Specific Plans and individual projects more sustainable. As identified in Resolution No. 08-502-1 (Resolution of the Southern California Association of Governments Accepting the 2008 Regional Comprehensive Plan for the SCAG Region), given its advisory nature, the 2008 RCP is not used in SCAG’s Inter-Governmental Review (IGR) process (SCAG 2008).

SCAG has developed a number of plans to achieve these regional objectives. The most applicable to the project is the 2016–2040 RTP/SCS.

2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

Federal guidelines require that all new regionally significant transportation projects be included in the RTP before they can receive federal or State funds or approvals. The RTP is a long-range transportation plan that provides a vision for regional transportation investments over a period of 20 years or more. Using growth forecasts and economic trends, the RTP considers the role of transportation in a more holistic light, including economic factors, environmental issues, and quality-of-life goals.

The San Bernardino Association of Governments (SANBAG) submits San Bernardino County transportation projects for inclusion in the RTP. The RTP must be updated and federally approved every four years. Federal approval requires a positive demonstration that the RTP projects will not generate travel emissions that exceed those assumed in the applicable AQMP; this requirement is known as “transportation conformity”.

The 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) is an update to the 2012–2035 RTP/SCS that reflects changes in economic, policy, and demographic conditions.¹ The goals of the 2016 RTP/SCS have remained unchanged from the goals presented in the 2012–2035 RTP/SCS. The goals of the 2016 RTP/SCS include the following: (1) improve regional economic development and competitiveness; (2) maximize mobility and accessibility in the region; (3) improve travel safety and reliability in the region; (4) preserve and ensure a sustainable regional transportation system; (5) maximize productivity of the transportation system; (6) improve air quality and encourage active transportation; (7) encourage and creative incentives for energy efficiency; (8) encourage land use and growth patterns that facilitate transit and active transportation; and (9) maximize the security of the regional transportation system. Since the adoption of the 2012–2035 RTP/SCS, the development of the 2016 RTP/SCS has been influenced by (1) a surface and transportation funding and authorization bill known as the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law by President Barack Obama on July 6, 2012; (2) the rapid advancement of new technologies that encourage more efficient transportation choices, such as multimodal transportation systems; and (3) the continuing emphasis on the reduction of GHG emissions as a result of the April 29, 2015, Executive Order B-30-15, which establishes a Statewide GHG reduction target of 40 percent (below 1990 levels) by 2030.

b. Local

The Plan Area includes 4,088 acres unincorporated land located within the City of Rancho Cucamonga's SOI and 305 acres within the City of Rancho Cucamonga. The unincorporated portion of the Plan Area is currently regulated under the County of San Bernardino General Plan. As shown in **Figure 4.10-1: Existing San Bernardino County General Plan/Zoning for Plan Area**, the County General Plan currently designates the area Resource Conservation, Single Residential, Rural Living, Special Development Residential, Open Space, Institutional, and Floodway. The County uses a single map land use regulation system and these are also the zoning designations. As shown, the southern portion of the Plan Area is designated Floodway and Open Space and the northern portion is designated Resource Conservation, Single Residential, Rural Living, Special Development Residential, Open Space, Institutional, and Floodway. Approximately 3,500 to 4,500 homes could be developed in the unincorporated portion of the Plan Area under the County's General Plan/Zoning designations. Development of this portion of the Plan Area under the County's General Plan/Zoning is evaluated as the No Project Alternative in **Section 5.0: Alternatives**.

1 Southern California Association of Governments (SCAG), *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy [2016 RTP/SCS]* (adopted April 2016), 17.

The Rancho Cucamonga General Plan Land Use Plan designates the Plan Area as Open Space, Hillside Residential, Flood Control/Utility Corridor, Civic/Regional, Conservation, and Residential-Medium as shown in **Figure 4.10-2: Existing City of Rancho Cucamonga General Plan Land Use Plan**. Up to 660 residential units could be developed in the portion of the Plan Area currently designated Residential-Medium.

The City's current zoning map is shown in **Figure 4.10-3: Existing City of Rancho Cucamonga Zoning**. As shown, the majority of the Plan Area included in the City's Etiwanda North Specific Plan. This Specific Plan serves as pre-zoning for the unincorporated portion of the Plan Area and zoning for the portion currently located within the City. The City has not adopted zoning that serves as pre-zoning for the remainder of the unincorporated portion of the Plan Area. The City's General Plan and the Etiwanda North Specific Plan would allow the development residential and commercial uses throughout the Plan Area.

As identified and described in **Section 2.0: Project Description**, the EHNCP Project includes the proposed adoption of the Plan by ordinance as a specific plan that would serve as pre-zoning for the unincorporated portion of the Plan Area. The Project would also include an amendment of the boundary of the Etiwanda North Specific Plan to remove the Plan Area from this specific plan area. The Etiwanda North Specific Plan allows development of approximately 3,600 residential units and 370,000 square feet of commercial uses.

Upon annexation, the Plan Area would no longer be subject to the land use regulatory authority of the County of San Bernardino and would be regulated by the City of Rancho Cucamonga through the Plan. The Plan would concentrate development in a pattern of compact, walkable new neighborhoods in the NA and implement the City's existing General Plan land use designations in the RCA. The Plan would permit the development of up to 2,900 residential units and 180,000 square feet of neighborhood shops and restaurants in the NA, along with a new K-8 School and other public facilities and limit development in the RCA to a maximum of 100 units on privately owned property in the RCA. The Plan would reduce the amount of development in the hillside areas in the RCA in comparison to the existing County General Plan and the City's Etiwanda North Specific Plan. The Plan also includes a Conservation Strategy & Transfer of Development Rights Program to encourage and facilitate the conservation of privately-owned land in the RCA by allowing the voluntary transfer of development rights from privately-owned property in the RCA to the NA. Through this program, the maximum 3,000 residential units allowed by the Plan could be developed in the NA.

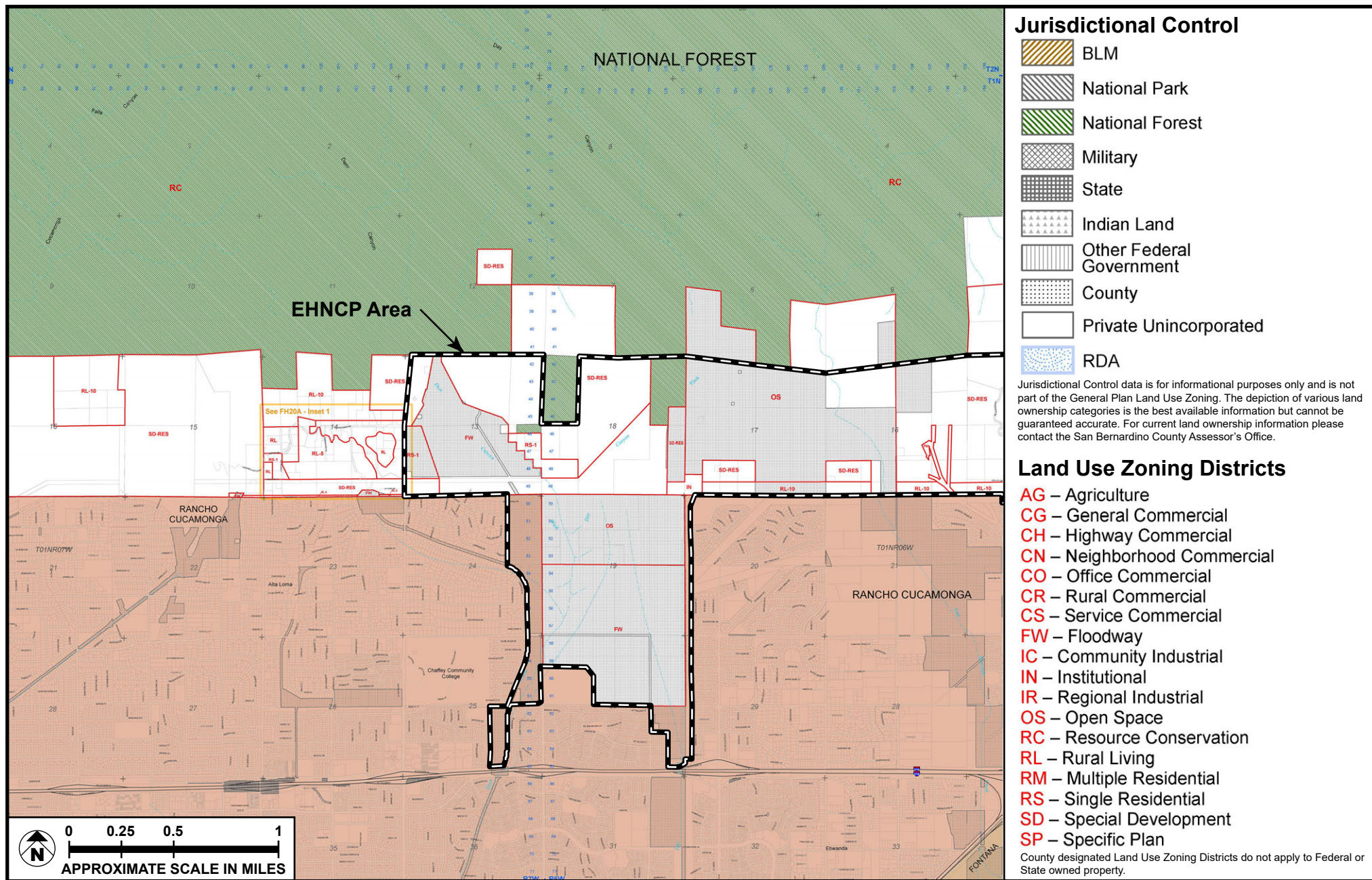
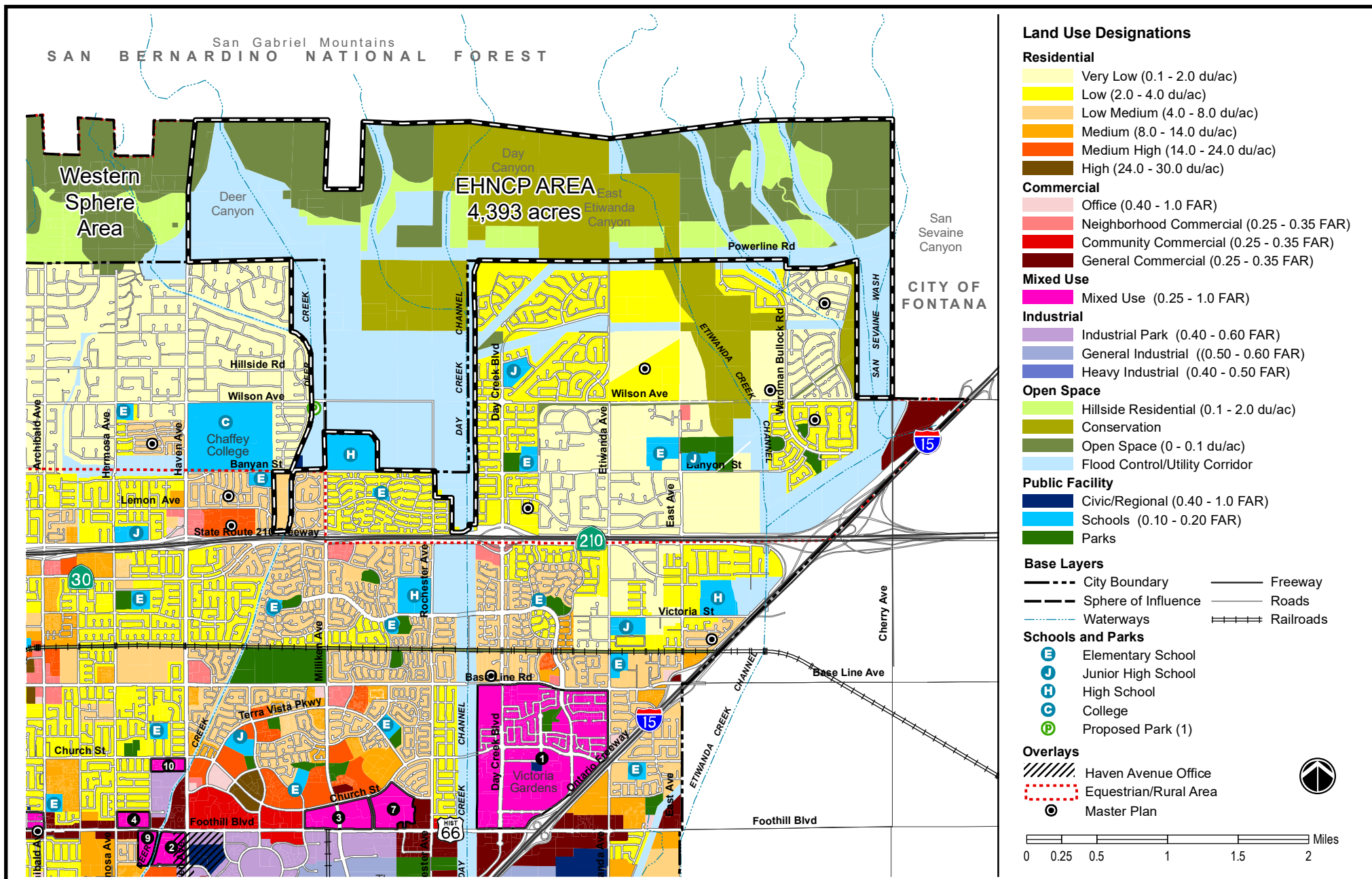
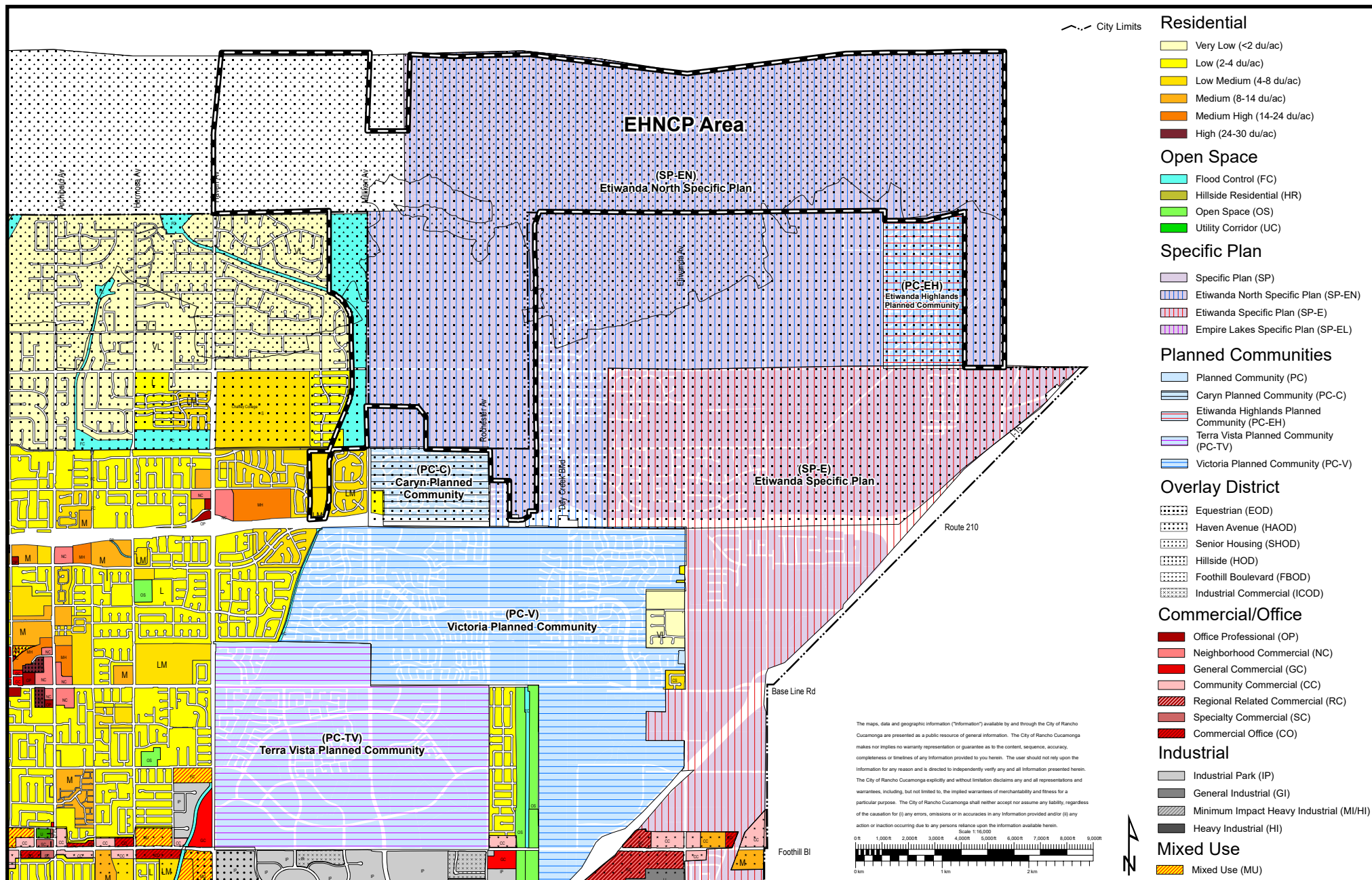


FIGURE 4.10-1



SOURCE: City of Rancho Cucamonga Land Use Plan figure LU-2

FIGURE 4.10-2



SOURCE: City of Rancho Cucamonga; RC GIS Division; PMC - July 2012

FIGURE 4.10-3

City of Rancho Cucamonga

General Plan

The City of Rancho Cucamonga General Plan (General Plan), which was updated and adopted in 2010, provides for the comprehensive planning of the future of the City. The singular purpose and goal of the General Plan is to implement the Rancho Cucamonga Vision. The General Plan accomplishes this through a series of policies and implementation actions or programs related to more specific issues. These policies, in turn, are applied to both public and private development projects and decisions. The structure of the General Plan is organized around three dominant chapters that contain the policy direction for the City and three additional chapters that address resources, health and safety, and implementation.

The General Plan meets the mandates of the *California Government Code* and includes the following nine chapters:

Introduction to the Rancho Cucamonga General Plan. This chapter introduces the General Plan and provides an overview of the document.

- *Managing Land Use, Community Design, and Historic Resources.* The main land use goals in this chapter include determining the best use for remaining infill properties and guiding re-use of aging commercial properties for long-term community and property owner benefit. The community design portion of this chapter includes balancing aesthetic qualities and functionality for the many different land uses, which are required of a complete community. 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.
- *Community Mobility.* 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.
- *Economic Development.* This chapter focuses on developing a healthy local economy that is home to diversified businesses and industries that serve local and regional needs, and one that supports a highly trained and educated workforce.
- *Community Services.* The Community Services Chapter includes a vision for parks and special use facilities, hiking and riding trails, community service programs, and healthy lifestyles.
- *Resource Conservation.* The Resource Conservation Chapter focuses on open space resources, mineral resources, agricultural and cultural, resources, water resources, energy resources, green buildings, and wildlife resources within the City.
- *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.

- Public Health and Safety. This chapter emphasizes 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.
- Housing. 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.

Chapter 1 – Introduction to the Rancho Cucamonga General Plan

As previously noted, this chapter introduces the General Plan and provides an overview of the document.

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

Land Use Plan and Designations

The Land Use Plan for Rancho Cucamonga and its SOI shows the basic pattern of development in the community as defined by the General Plan. The Plan Area is designated Open Space, Hillside Residential, Flood Control/Utility Corridor, Civic/Regional, Conservation, and Residential-Medium as shown in **Figure 4.10.1**. The Plan Area includes approximately 4,087.6 acres of the land in the City's SOI, and 305.8 within the municipal boundary. The following is a summary of the current land use designations in the General Plan for the Plan Area:

- Open Space (0 to 0.1 Dwelling Units per Gross 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.

- Hillside Residential (0.1 to 2.0 Dwelling Units per Gross Acre): The purpose of this designation is 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 from wildland fires, faults and flooding; 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.¹

- Flood Control/Utility Corridor: The purpose of this designation is for 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.

Development of habitable structures is not permitted within the Flood Control/Utility Corridor designation

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.

- 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, fire stations, City libraries, post offices, and the City public works yard.
- Conservation: (FAR No 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 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.
- Residential-Medium: (8.0 to 14.0 Dwelling Units per Gross 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 multiunit 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.

Table LU-16 of the General Plan (*Land Use Plan Summary – Residential Designations*) tabulates residential designations within the City limits, the SOI, and the City's total Planning Area. Table LU-16 indicates that the range of dwelling units provided for in the Land Use Plan, in both the City and Sphere areas, ranges from a low of 34,001 to a high of 71,151 units.

The City's SOI area, which includes the Plan Area, includes 695 acres designated Hillside, which allows residential development at a density of .01-2.0 dwelling units per acre and 2,496 acres designated Open

Space, which allows residential development at a density of .01-2.0 dwelling units per acre at a density of 0.1 units per acre. These designations would allow development of a maximum of 1,650 dwelling units in the entire SOI. This is the gross maximum amount of development these General Plan designations would allow. The actual number of units that could be built would be based on the net buildable area of each property and would likely be less than this maximum.

Hillside Development

The topography of the NA is generally less than 10.0 percent while the RCA includes slopes ranging from 10.0 percent to over 30 percent. Development on slopes exceeding 30 percent requires special engineering design features, becomes difficult to serve with roads and public services, and is more susceptible to landslide hazards. In order to ensure the appropriate development of hillside areas, the City has adopted regulations for hillside development. These regulations are applicable to all proposed residential development on natural slopes of 8.0 percent grade or greater, with some exceptions as indicated in the Hillside Development Regulations. The regulations include a comprehensive set of guidelines and standards, that seeks to allow for reasonable development of hillside areas while minimizing the adverse effects of grading, avoiding grading in environmentally sensitive areas, and providing for public health and safety. The Hillside Development Regulations contain basic design guidelines and minimum development standards.

Table LU-19 of the General Plan (*Slope Development Guidelines*) establishes the design, grading, and development criteria associated with various slope conditions. These guidelines are further defined in the Hillside Development Regulations in the Development Code. These standards will still apply in the RCA and will be supplemented by additional development standards in the proposed Plan.

Adopted Specific Plans

The majority of the planning area is currently within the City's Etiwanda North Specific Plan area. This Specific Plan, adopted in 1992, includes 6,850 acres in the northern portion of the City's planning area, including land within the City, within the City's SOI and land outside of the City's SOI. This Specific Plan prioritizes maintaining the open space character of this area by defining a land use pattern that would extend the low-density character of Old Etiwanda into the Etiwanda North area. The Project includes an amendment to remove the Plan Area from Etiwanda North Specific Plan area.

Land Use and Development Policies

The General Plan identifies the following land use and development policies that are relevant to the proposed Plan:

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.
Policy LU-1.2:	Designate appropriate land uses to serve local needs and be able to respond to regional market needs, as appropriate.
Policy LU-1.3:	Encourage commercial centers that serve a broad range of retail and service needs for the community
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.
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.
Policy LU-2.3	Provide direct pedestrian connections between development projects where possible.
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.
Policy LU-3.5:	Work toward a sustainable jobs-housing balance by accommodating a range and balance of land uses within Rancho Cucamonga.
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).
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.
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.
Policy LU-8.1:	Regulate development on natural slopes of eight percent grade or greater through the City's Hillside Development Ordinance.
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.
Policy LU-8.3:	Require adequate access for emergency vehicles and evacuations.
Policy LU-8.4:	Prohibit extensive disturbances and scarring of ridgelines and other distinctive landforms in the hillsides.
Policy LU-8.5:	Protect natural resources and sensitive habitat areas, and avoid encroachment from new hillside development.
Policy LU-8.6:	Require that hillside development minimize alteration of natural landforms, and encourage clustering where feasible to retain maximum open space.
Policy LU-8.7:	Blend hillside development with natural surroundings through architecture and the use of appropriate construction materials, colors, and natural vegetation.
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.
Policy LU-8.9:	Restrict intensive uses and activities in areas where they would be threatened by natural or man-made hazards.

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

Community Design

The Community Design section provides direction for design related to both the built and non- built environment. The following topics within the built environment are relevant to the proposed Plan.

Patterns 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.

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

View Corridors

Rancho Cucamonga is rich in scenic resources. The orientation of the roadway network provides views of the foothills and San Gabriel Mountains, which are scenic backdrops on clear days. These north-south views are prominent along many of the straight roadway alignments. The City has established designated view corridors within the City along several major travel ways to establish community design policies that protect long-range views. The Plan Area is located within view corridors designated in the General Plan and the Plan protects those view corridors while enhancing additional view opportunities throughout the NA, and protecting the scenic open space visual character of the RCA, as discussed in **Section 4.1: Aesthetics**, which evaluates impacts associated with the views, visual character, and light and glare. By concentrating development in the new planned neighborhoods in the RCA and limiting residential development on private property in the RCA to 100 units, subject to the development standards and review process in the Plan, and defining a Conservation Strategy & Transfer of Development Rights Program to encourage and facilitate the conservation of privately-owned lands in the RCA, the Plan would protect the existing scenic character of the RCA. The open space framework and streetscape design standards defined for the NA protects and enhances view corridors.

Mountain backdrops cannot be viewed if screened by buildings or scarred by development. View corridors can be diminished or destroyed by the indiscriminate placement of advertising signs, buildings, tall trees, or other manmade features. Long-range vistas can be preserved and framed from within a development project, as well as from along roadways. The site design, building orientation, open space linkages, and use of landscaping should consider the sequence of views from the adjacent road and through a project site. The design policies for maintaining view corridors are meant to be combined with policies on landscaping and Special Boulevards (as designated by the General Plan) in order to enhance both the foreground view and distant view.

The General Plan identifies the following community design policies that are relevant to the proposed Plan:

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

Policy LU-10.3:	Promote low water usage, and emphasize fire-safe defensible space.
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.
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.
Policy LU-12.3:	Support development projects that are designed to facilitate convenient access for pedestrians, bicycles, transit, and automobiles.
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.:
Policy LU-14.2:	Continue to promote the establishment of entry monumentation as a means of identifying communities, districts, and neighborhoods.

Chapter 3 – Community Mobility

The Street System

Private streets are allowed in the City, 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 General Plan (Circulation Plan) defines the ultimate street network (arterial roads and highways) that is required to provide adequate capacity for the City's travel needs based on General Plan land uses

and regional growth. In the vicinity of the Plan Area, Milliken Avenue and Foothill Boulevard are designated as Principal Travel Corridors; Day Creek Road and Base Line Roads are designated as Secondary Travel Corridors; and Banyan Street, Wilson Avenue, and Church Street are designated as Tertiary Travel Corridors.

Bicycle Use

The *General Bikeways Plan* within the City's General Plan illustrates the ultimate bikeway system at buildout of the City. Class II Bike Lanes are designated on Banyan Street and Wilson Avenue through the Plan Area. A Class II Bike Lane is also designated on Milliken Avenue south of Banyan Street, and a Class I Bike Plan or Trail is designated along the Day Creek Channel south of Banyan Street.

Transportation Policies

The General Plan identifies the following transportation policies that are relevant to the proposed Plan:

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| 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. |
| Policy CM-1.2: | Provide an integrated network of roadways that provides for convenient automobile, transit, bicycle, and pedestrian circulation movement around the City. |
| Policy CM-1.3: | Complete the circulation system by constructing new roadway facilities and freeway interchanges pursuant to the Circulation Plan (Figure CM-2). |
| 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. |
| Policy CM-2.1: | Facilitate bicycling and walking citywide. |
| 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.

- Policy CM-2.8: Support the installation of high-speed communications infrastructure to facilitate the ability of residents to work at home.
- 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.
- Policy CM-3.8: Continue to encourage the provision of bicycle facilities, such as bicycle lockers and secure bike parking, throughout the City.
- Policy CM-3.10: Continue to complete the installation of sidewalks and require new development to provide sidewalks
- 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.
- 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.
- 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.
- 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.
- 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.

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.

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.

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.

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.

Chapter 4 – Economic Development

The Economic Development section of the General Plan builds upon existing economic development efforts. It also serves to compile key economic policies in one document and set priorities for future economic actions.

Economic Development Policies

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|----------------|---|
| 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. |
| Policy ED-1.5: | Support housing opportunities for workers of all income ranges. |
| Policy ED-2.2 | Diversify the City's retail base. |

Chapter 5 – Community Services

This section of the General Plan discusses parks, hiking and riding trails, comprehensive community service programs (e.g. recreation, youth programs, performing arts, etc.). The *Parks and Facilities* exhibit within the General Plan (Figure CS-1) illustrates the location of key facilities discussed in the section; no key facility is identified in the immediate project vicinity. Refer to **Section 4.14: Public Services** for a discussion of facilities and services available in the project area.

Parks

The General Plan identifies the locations of existing parks and use facilities. A future park is designated south of Wilson Avenue in the Plan Area on Figure PF-1, Public Facilities, in the General Plan Public Facilities Chapter. A note on this diagram states the location of future parks are not fixed and may be adjusted to accommodate future planning needs.

Trails

The Hiking and Riding Trails Master Plan of the General Plan (Hiking and Riding Trails Master Plan) illustrates the City's planned system of regional and community trails. As indicated in the Hiking and Riding Trails Master Plan, the Plan Area is within the City's Equestrian/Rural Overlay District. This district has been established to support implementation of a comprehensive equestrian trails system within the community. The purpose of this district is to designate an area that allows the keeping of horses and other farm animals. All new developments within this district are required to provide community and local trails for equestrian use in accordance with the Hiking and Riding Trails Plan of the General 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.

Figure CS-3, Hiking and Riding Trails Master Plan, in the General Plan designates both Regional Multi-Purpose and Community Trails through the Plan Area. Regional Multi-Purpose Trails, which serve as the

backbone of the public trail system, cover long distances and connect to regional parks, open space preserves, national forests, and other regional trails leading beyond the community. These trails mainly follow flood control channels and utility corridors and are intended as equestrian, pedestrian, and bicycle trails. Community Trails provide trail users access to community facilities such as parks, schools, and neighborhood shopping centers. These public trails form loops of varying length and act as the link between the local feeder trails in each tract and the Regional Multi-Purpose Trails system. Community Trails follow streets, utility corridors, and easements. They are intended for equestrian and pedestrian users, except equestrian usage is limited to the Equestrian/Rural area. A Regional Multi-Purpose Trail extends north from Rochester through the Plan Area connecting to trails to Deer and Day Canyons. Community Trails are designated on Wilson Avenue and in the Day Creek Channel and other utility corridors in the Plan Area. Additional Community Trails are designated in Day and East Etiwanda Canyons.

Community Services Policies

The General Plan identifies the following community services policies that are relevant to the proposed Plan:

- | | |
|----------------|---|
| 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. |
| 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. |
| 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). |
| 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. |
| Policy CS-1.8: | Continue to build, renovate, and maintain parks in a manner that is environmentally sustainable |

- Policy CS-1.9: Develop intermediate sized (10-12 acre) parks with lighted athletic fields and appropriate parking to accommodate community sports programs.
- Policy CS-6.1: Provide a comprehensive, interconnected off-road trail system that provides alternative mobility choices throughout the entire City and increases connectivity.
- 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.
- 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.
- 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.
- Policy CS-6.7: Continue to credit publicly accessible trail-way acreage towards meeting parkland dedication standards.

Chapter 6 – Resource Conservation

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.

Open Space Resources

Approximately 31 percent, or 8,224 acres, of the City is devoted to open space, including parks, undeveloped parcels, conservation areas, and flood control/utility corridors. The Plan Area contains areas identified on Figure RC-1, Open Space and Conservation Plan, in the General Plan as Conservation,

Open Space, and Flood Control/Utility Corridor. The remainder of the Plan Area is designated Hillside Residential, which the Resource Conservation Chapter notes also contribute to the rural character within the northern portion of the City and Sphere of Influence area.

Mineral Resources

The City's Planning Area contains four alluvial fans areas that contain significant local sand and gravel resource. The Plan Area includes two of these alluvial fans, Deer and Day Creek. To organize the classification of aggregate resources, the State identifies as "sectors" those areas that meet eligibility guidelines for designation as having regional or statewide significance. The Plan Area contains three sectors (D-1, D-3, and D-16) as identified on Figure RC-2, Regionally Significant Aggregate Resources, in the General Plan Resource Conservation Chapter. Sectors D-1, Deer Creek Fan, and D-16, Day Creek Fan, and the northern portion of Sector D-3 Deer and Day Creek Fans are located in RCA. The NA as defined in the Plan contains the remainder of Section D-3, which includes a closed aggregate mine.

Agricultural and Cultural Resources

The major concentrations of designated farmlands are located in the southern and eastern portions of the City. The Plan Area does not contain any areas identified as Important Farmland by the State Department of Conservation.

A cultural assessment was completed that did not identify any cultural resources within the Plan Area. Refer to **Section 4.4: Cultural Resources** for additional information regarding cultural resources potentially occurring within the Plan Area.

Water Resources

Four local canyons situated in the foothills of the San Gabriel Mountains north of the City supply water through runoff (surface and subsurface flows) to the Cucamonga Valley Water District (CVWD). The CVWD has acquired surface and subsurface water rights in the Cucamonga, Deer, Day, and East Etiwanda watershed area, as identified in Figure RC-3, Water Resources, in the General Plan Resource Conservation Chapter. The western portion of the Plan Area is located in the Cucamonga Groundwater Basin and the eastern portion is located in the Chino Groundwater Basin.

The RCA as defined in the Plan Area contains portions of the Deer, Day and San Sevaine Watersheds and Day and Etiwanda Spreading Grounds as identified on this figure. The NA contains the remainder of the Day Creek Spreading Grounds which is illustrated on the Water Resources exhibit of the General Plan.

Please refer to **Sections 4.9: Hydrology and Water Quality** and **4.16 Utilities and Service Systems**, for a detailed discussion of existing water resources.

Energy Resources

The City of Rancho Cucamonga's electricity is provided by the Southern California Edison Company (SCE). SCE distributes electricity to the project area through a distribution network, which includes regional transmission facilities on SCE/LADWP easements within the southern portion of the development site. Refer to **Section 4.5: Energy Conservation**, for a detailed discussion of existing energy resources.

Green Building

In an effort to balance the costs and benefits of the LEED (Leadership in Energy and Environmental Design) system, which is the most widely used green building system, Rancho Cucamonga is proposing to implement a choice of the California Green Builder (CGB) or the 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.

Wildlife Resources

Wildlife resources include all of the plants and wildlife species located in natural areas, particularly in the hillsides and open space areas. Figure RC-4, Sensitive Biological Resources, in the Resource Conservation Chapter of the General Plan identifies the Etiwanda North and Day Creek Preserves, the USFS Conservation Area – MWD Mitigation site and proposed conservation areas in the RCA as defined in the Plan. Please see **Section 4.3: Biological Resources**, for a detailed discussion of existing wildlife resources.

Resource Conservation Policies

The General Plan identifies the following resource conservation policies that are relevant to the proposed Plan:

- 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
- 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.
- 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.
- 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 AB 32 and SB 375.
- 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.
- Policy RC-7.3: Ensure effective restoration of expended mining sites in a manner that is aesthetically attractive.
- 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
- 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.

- 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.
- 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.
- Policy RC-8.4: Acquire and/or protect open space areas that provide strategic wildlife corridors and vital connectivity between habitat areas.
- 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.

Chapter 7 – Public Facilities and Infrastructure

This chapter of the General Plan 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. Public facilities include the Civic Center, Community and Senior Centers, and Libraries. Refer to **Section 4.14: Public Services**, for additional information on existing public facilities.

Public Facilities and Infrastructure Policies

The General Plan identifies the following public facilities and infrastructure policies that are relevant to the proposed Plan:

- Policy PF-1.2: Promote community facilities as focal points for gatherings, events, and celebrations.
- Policy PF-2.2: Consider the needs of the school districts that serve Rancho Cucamonga in future planning and development activities.
- 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.

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.

Policy PF-7.2: Consult with public agencies and private contractors to ensure adequate refuse collection and disposal facilities are available.

Chapter 8 – Public Health and Safety

This chapter identifies the services and facilities to support safety functions required for the continued development of the City and territory within the SOI.

Fire Hazards and Emergency Services

The Rancho Cucamonga Fire Protection District (RCFPD) serves the City and SOI area combined. 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, assurance of adequate water supply, and strict access provisions related to new development. Please refer to **Section 4.8: Hazards and Hazardous Materials**, and **Section 4.14: Public Services and Recreation** for additional information on wildfire hazards and fire protection services.

Emergency Management and Preparedness

The RCFPD is the first responder to medical emergencies. 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.

The City prepared a Local Hazard Mitigation Plan in January 2013 which includes an assessment of natural and manmade emergencies and mitigation strategies. Refer to **Section 4.8: Hazards and Hazardous Materials**, for on potential hazards affecting the Plan Area.

Seismic Hazards

The presence of multiple faults within and near Rancho Cucamonga poses a seismic hazard to residents and businesses in the City. An Alquist-Priolo Earthquake Fault Zone was designated in 1981 for the

Cucamonga Fault, which extends through the northern portion of the City and the Sphere area as shown in Figure PS-2, Fault Hazards, in the General Plan Public Health and Safety Chapter identifies fault zones in the City's Planning Area. The Alquist-Priolo Fault Zone for the Cucamonga Fault crosses the RCA. Since the Cucamonga fault has a very high "slip rate", a relatively broad rupture zone, and discovery of new splays, all proposed structures designed for human occupancy must be preceded by an investigation of the potential for ground rupture.² Currently, State law is applied to projects of four or more dwelling units. The southeast corner of the Plan Area is included in the Red Hill Fault Zone, identified in the General Plan as a Low Ground Rupture Potential Zone. **Section 4.6: Geology and Soils**, provides a detailed discussion regarding seismic hazards potentially occurring within the Plan Area.

Geologic Hazards

Figure PS-4, Slopes, in the General Plan Public Health and Safety Chapter, identifies areas with slopes less than 10 percent, between 10 and 30 percent, and over 30 percent. The NA as defined in the Plan contains slopes less than 10 percent. No special planning considerations are identified for areas with slopes under 10 percent in the General Plan. The southern portion of the RCA contains slopes less than 10 percent and the northern portion primarily consists of areas with slopes between 10 and 30 percent with slopes over 30 percent in the upper portions of Day and Deer Creeks Canyons. The General Plan recommends slopes in excess of 30 percent to remain as open space to reduce the potential for slope instability and debris flows.³ Areas containing slopes ranging from 10 to 30 percent are regulated under the City's Hillside Development Regulations.

Flood Hazards and Inundation

Figure PS-5, Flood Hazard Zones, in the General Plan Public Health and Safety Chapter, identifies that the portion of the RCA located north of the existing levee is located in the Day Canyon 100-year floodplain. Please refer to **Section 4.9: Hydrology and Water Quality**, for a detailed discussion regarding flooding hazards potentially occurring within the Plan Area.

Air Quality

Refer to **Section 4.2: Air Quality**, for a detailed discussion of potential air quality impacts and the consistency of the Plan with applicable local and regional plans related to air quality.

Noise

Refer to **Section 4.12: Noise**, for a detailed discussion of the existing noise environment in the vicinity of the Plan area and the consistency of the Plan with applicable General Plan policies related to noise.

² City of Rancho Cucamonga General Plan, May 19, 2010, Figure PS-2, Fault Hazards.

³ Ibid, Figure PS-4, Slopes.

Public Health and Safety Policies

The General Plan identifies the following public health and safety policies that are relevant to the proposed Plan:

- | | |
|----------------|---|
| 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. |
| 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. |
| 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. |
| 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. |
| 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. |
| 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. |

- 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.
- Policy PS-7.1: Continue to upgrade and expand the flood control system so that the community is protected from flooding.
- Policy PS-7.5: Continue cooperative working relationships among public agencies with responsibility for flood control.
- 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).
- 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.
- 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.
- Policy PS-11.2: Minimize vehicle emissions by encouraging alternative land use patterns that reduce the need for automobile trips.
- Policy PS-11.4: Support regional and local transportation and housing programs that reduce vehicle emissions by decreasing vehicle miles traveled (VMT).
- 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.

- Policy PS-12.3: Encourage development of transit-oriented and infill development, and encourage a mix of uses that foster walking and alternative transportation.
- 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).
- Policy PS-12.7: Support tree planting, planting more vegetation (including native and drought-resistant planting), and preservation of open space.
- 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.
- 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.
- Policy PS-13.6: Implement appropriate standard construction noise controls for all construction projects.
- 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.

Chapter 9 – Housing

The purpose of the General Plan Housing Element is 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. According to the General Plan, Rancho Cucamonga had 55,716 housing units as of January 1, 2009. The State Department of Finance, which provides population estimates in between censuses, estimated the City contained 59,318 housing units in 2018, resulting in an increase of 17,454 housing units since 2000.

The SCAG *Regional Housing Needs Assessment* (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. The City's 2014-2021 RHNA allocation is 848 units.

Housing Policies

The General Plan identifies the following housing policies that are relevant to the proposed Plan:

- | | |
|----------------|---|
| Policy 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-2.4: | Recognize the unique characteristics of elderly and handicapped households and address their special needs. |

Zoning

The City's current zoning map is shown in **Figure 4.10-3: Existing Zoning**. As shown, the majority of the Plan Area is currently subject to the pre-zoning as defined in the Etiwanda North Specific Plan. The land use and zoning designations for the Plan Area included in this specific plan include: Utility Corridor, Flood Control/Riparian, Resource Conservation, Very Low Residential Estate, Very Low Residential, Low Residential, Hillside Residential Estate, Hillside Residential, Neighborhood Commercial, Fault Zone, and Open Space. This current zoning would allow development of approximately 1,432 residential units and 370,000 square feet of commercial uses in two commercial centers. As shown in **Figure 4.10-3**, the remainder of the Plan Area currently located in the City is not currently zoned Flood Control north of Banyan Street and Residential-Medium south of Banyan Street. The northwest portion of the Plan Area, which consists of unincorporated territory in the City's Sphere of Influence is not currently zoned by the City.

The entire Plan Area is located within the City's Equestrian/Rural Overlay District, which allows the keeping of horses and other farm animals and supports the implementation of a comprehensive equestrian trails system within the northwest area of Rancho Cucamonga. This designation would apply to the Plan Area upon annexation. 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.

City of Rancho Cucamonga Development Code

Title 17 of the City of Rancho Cucamonga Municipal Code is known as the Development Code. The standards and guidelines provided in this title were particularly established and adopted to:

1. To implement the goals and objectives of the General Plan and to guide and manage the future growth of the City in accordance with such plan;
2. To protect the physical, social and economic stability of residential, commercial, industrial and other land uses within the city to assure its orderly and beneficial development;
3. To reduce hazards to the public resulting from the inappropriate location, use or design of buildings and other improvements;
4. To attain the physical, social and economic advantages resulting from comprehensive and orderly land use and resource planning.

Code Section 17.02.010(D) (Consistency with the Land Use Chapter of the General Plan) further notes that no use of land or buildings for which an application is required pursuant to Title 17 is to be approved for processing under Title 17 unless it is consistent with the Land Use Chapter of the General Plan. A proposed use is consistent with the Land Use Chapter when all of the following conditions exist:

1. The proposed use is allowed as a primary or secondary use in the Land Use Chapter designation in which the use is located, as shown by the land use map and as described in the text of the city's general plan;
2. The proposed use is in conformance with the programs and standards of the Land Use Chapter;
3. The proposed use is to be established and maintained in a manner, which is consistent with the Land Use Chapter;
4. And all applicable standards contained therein.

Hillside Development Regulations

As previously noted, the RCA includes slopes ranging from 10 percent to over 30 percent. The City has adopted Hillside Development Regulations, which are applicable to all proposed residential development on natural slopes of 8.0 percent grade or greater, with some exceptions. Accordingly, proposed development would be subject to compliance with Chapter 17.24 (Hillside Development Regulations). Included in this Chapter are the hillside development guidelines (Code § 17.24.060,

Guidelines), which are not intended to be strict standards, but rather, to provide direction to encourage development that is sensitive to the unique characteristics common to hillside properties, and enforceable-development standards. These regulations would apply to the Plan Area upon annexation. Compliance with the guidelines would facilitate the appropriate development of hillside areas.

Within the framework of the aforementioned design guidelines, various standards are specified to give more specific direction. The provisions outlined in Code § 17.24.070 (Development Standards) are the minimum standards and are applicable to any use, development, or alteration of land as specified in Code § Section 17.24.020. The development standards address:

- A. *Site Design;*
- B. *Driveways;*
- C. *Roadways;*
- D. *Architecture;*
- E. *Fences;*
- F. *Landscaping;*
- G. *Grading; and*
- H. *Drainage.*

The northern portion of the RCA as defined in the General Plan is located within the Hillside Overlay District, which is subject to compliance with the Hillside Development Regulations. The purpose of the Hillside Overlay District is to identify the geographical areas with natural slopes that are 8.0 percent or greater. The proposed Plan would remove the Specific Plan area from the Hillside development overlay in order to implement specific development regulations for the Plan Area.

Local Agency Formation Commission for County of San Bernardino

The Local Agency Formation Commission (LAFCO) was created to discourage urban sprawl and encourage the orderly formation and development of local government agencies. There is a LAFCO in each county in California. One of the LAFCO's roles is its regulatory function. By law, any proposal to add land to a city or special district (annexation), create a new city or special district (incorporation or formation), remove land from a city or special district (detachment), consolidate, merge, or dissolve cities or special districts must be reviewed and approved by the LAFCO. In its regulatory function, LAFCO review of a proposal generally focuses on the following issues:

- **Boundaries:**The proposed service boundaries should make sense and represent a logical and recognizable area within which services can be provided.

- Financial Effects: The financial implications of the proposal on local governments and landowners within the study should be reviewed.
- Service Effects: The range and levels of services that will be provided if the proposal is successful should be addressed. The proposal should not adversely affect the ability of any governmental agency to provide service.
- Environmental Effects: The possible environmental consequences of a proposal should be reviewed.

The goals of LAFCO are to encourage orderly growth; promote logical and orderly service boundaries for cities and special districts; discourage premature conversion of prime agricultural lands to urban uses; and to promote efficient and effective service delivery for cities and special districts.

Existing Conditions

Resource/Conservation Area (RCA)

The RCA is largely undeveloped, with the exception of a number of large-scale flood control facilities and power transmission lines, water supply storage tanks, several private residences, and the Lingyen Mountain Temple. At the center of the RCA lies the North Etiwanda Preserve, a habitat preservation area including a trail network and picnic areas. Consistent with its rural and natural character, the circulation network within this area is comprised of private rural roads and trails.

Neighborhood Area (NA)

The NA slopes from north to south at an average incline of less than 10%. There is a large, closed gravel mining facility in the northeast portion of the NA. Existing flood control features include the large Day Creek Diversion Levee that runs east-west just north of the former gravel mine, the older Deer/Day Separation Levee running north-south to the west of the former gravel mine and sweeping to the east as it moves south, clipping the northeast corner of Los Osos High School and approaching Banyan Street at Rochester Avenue. The Deer Creek and Day Creek flood control channels run north to south near the west and east edges of the NA, respectively.

A range of older flood control improvements are located throughout the NA, including rock berms constructed to intersect and disperse stormwater flows and increase infiltration. Undisturbed terrain also includes braided channels formed by historic seasonal stormwater flows. Such channels south of the Diversion Levee are no longer active, as flood control improvements have very effectively cut off the flows that formed them.

The NA is surrounded by single family residential neighborhoods including the Haven View Estates and Deer Creek Neighborhoods on the northwest, the Compass Rose neighborhood on the west, the Caryn

neighborhood to the south, and the Deer Creek neighborhood to the east. Los Osos High School is located north of Banyan Avenue adjacent to the NA and Chaffey College is located southeast of the NA. The neighborhoods to the east and to the west are separated from the NA by the Day Creek Channel and Deer Creek Channel, respectively, and wide bands of undeveloped land. The residential density in the surrounding neighborhoods range from 1 to 2 units per acre in the Deer Creek Neighborhood, 2 units per acre in Haven View Estates, 5 units per acre in the Compass Road neighborhood, 4 to 6 units per acre in the Day Creek neighborhood and 6 units per acre in the Caryn neighborhood.

ENVIRONMENTAL IMPACTS

Thresholds of Significance

To assist in determining whether the proposed Plan would have a significant effect on the environment, the City finds the proposed Plan may be deemed to have a significant impact related to land use and planning if it would:

Threshold LU-1: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation) adopted for the purpose of avoiding or mitigating an environmental effect?

Threshold LU-2: Physically divide an established community?

Impact Analysis

Threshold LU-1: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation) adopted for the purpose of avoiding or mitigating an environmental effect?

Regional

Southern California Association of Governments

The 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) is an update to the 2012–2035 RTP/SCS that reflects changes in economic, policy, and demographic conditions.⁴ The goals of the 2016 RTP/SCS have remained unchanged from the goals presented in the 2012–2035 RTP/SCS. The fundamental goal of the 2012–2035 RTP/SCS is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income class. The RTP/SCS was adopted to reduce the environmental effects of growth in the region, including reducing air

⁴ Southern California Association of Governments (SCAG), *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy [2016 RTP/SCS]* (adopted April 2016), 17.

quality, greenhouse gas, transportation impacts. **Table 4.10-1: SCAG 2016 RTP/SCS Goal Consistency Analysis** below presents the analysis of the proposed Plan's consistency with the 2012–2035 RTP/SCS. Guiding policies in the RTP/SCS focus on SCAG's priorities for investment and strategies to preserve, maintain, and optimize the transportation system. Thus, they do not apply directly to the project. However, the analysis of project consistency with RTP/SCS goals shows that adoption and implementation of the proposed Specific Plan Amendment would support the goals of SCAG's 2012–2035 RTP/SCS. No impact would result and no mitigation is required.

The relationship of the growth associated with the Plan to regional growth projections included in the 2016–2040 RTP/SCS are discussed in **Section 4.13: Population and Housing**. As discussed in this section, the City's General Plan anticipates annexation of 4,088 acres of the Plan Area located in the City's SOI and accounts for growth in residential units and population in the SOI Area based on the City's General Plan land use designations for this area.

In addition, the Plan Area includes 305 acres within the current City limits, a portion of which is designated for residential uses. The City's General Plan would allow development of up to 660 residential units with an associated population of approximately 2,000 persons on the 305 acres currently within the City. The General Plan also projects development of 1,057 units in the City's SOI with an associated population of 3,400. The 4,088 acres proposed for annexation accounts for 69% of the 5,927 acres located in the City's SOI. Based on this percentage, the portion of the projected growth associated with the annexation area would be 729 units approximately 2,346 persons. The total population growth projected in the City's General Plan for the portion of the EHNC in the City and portion of the SOI proposed for annexation is approximately 4,346 persons. This portion of the 9,090 population growth associated with the Plan (approximately 48%) is consistent with City's General Plan population projection, which is consistent with the 2016-2040 RTP/SCS growth forecast of 204,300 for the City's population in 2040. The total increase in the City's population that would be associated with the Plan is 9,090, approximately 4,744 persons above the projections in the City's General Plan for the Plan Area. This portion of the population growth associated with the Plan would be beyond the growth included in the 2016-2040 RTP/SCS growth forecasts.

SCAG is currently preparing the 2020-2045 RTP/SCS and draft growth forecasts for this planning period have been developed. This forecast was developed based on local input, received between late 2017 and early 2019, on preliminary growth forecasts prepared by SCAG. This draft forecast includes projected growth in the 4,088-acre annexation area based on input from San Bernardino County. Specifically, the current draft forecast includes approximately 1,600 households with a population of 4,900 and 300 jobs in the NA, reflecting the County's plans to sell this surplus property for development. The population growth associated with the portion of the Plan Area currently in the City, approximately

2,000, and the growth in the annexation area included in the draft growth forecast, 4,900, totals 6,900, which is approximately 76% of the 9,090 growth in population projected for the 3,000 residential units the Plan would allow.

With approval of the Plan and annexation of this area to the City, this growth would occur in the City under the Plan as opposed to occurring under the County's jurisdiction. The number of residential units, and associated growth in population, that would occur as a result of the Plan would be less than could occur if the Plan Area is not annexed and is developed under the County's land use regulations, which would allow the development of approximately 3,500 to 4,500 residential units throughout the Plan Area. Development would under the County's regulations is evaluated as the No Project Alternative in **Section 5.0: Alternatives**. Neither the current 2016-2040 SCAG growth forecast or the draft 2020-2045 growth forecasts fully account for the amount of growth that would be permitted under the County's regulations.

Because the growth in population projected for the Plan is not fully accounted for in the 2016-2040 SCAG growth forecasts, this growth is considered inconsistent with these forecasts. The additional increment of population growth that would be generated by the Plan, 4,744 persons, may result in the City's population exceeding the 2040 population growth forecast of 204,300 by approximately 2%. Because the Plan may result in the City's population exceeding the 2040 population forecast for the City, which could result in additional environmental impacts not addressed by regional plans, this impact is considered significant. As discussed in Table 4.10-1 below, the Plan is consistent with the goals of the RTP/SCS.

Table 4.10-1
SCAG 2016 RTP/SCS Goal Consistency Analysis

RTP/SCS Goal	CONSISTENCY ANALYSIS
G1: Align the plan investments and policies with improving regional economic development and competitiveness.	<p>Consistent. This RTP/SCS goal focuses on adopting policies and investments in regional infrastructure in support of improving regional economic development and competitiveness. For this reason, this goal is not directly applicable to any individual planning project such as the Plan. Nonetheless, the Plan would not adversely affect the ability of SCAG to align plan investments and policies with economic development and competitiveness, and the Plan would contribute towards achieving this goal by advancing the other RTP/SCS goals, as discussed below.</p> <p>Moreover, the Plan would result in creating a compact development pattern of new neighborhoods in the lower portion of the Plan Area, which is surrounded by existing neighborhoods and regional</p>

RTP/SCS Goal	CONSISTENCY ANALYSIS
	infrastructure. This planning effort is compatible with the RTP/SCS goal of implementing regional infrastructure that supports sound regional economic development and competitiveness.
G2: Maximize mobility and accessibility for all people and goods in the region.	Consistent. The proposed vehicular, bicycle, and pedestrian circulation system defined in the Plan and described in Section 2.0: Project Description would be designed, developed, and maintained to meet local and regional transportation needs and would ensure efficient mobility and access. The Plan would include the extension of Wilson Avenue through the Plan Area and the improvement and extension of Milliken and Rochester Avenues, which would complete the City's circulation network north of the 210 Freeway enhancing access for the existing neighborhoods around the NA and for the new planned neighborhoods.
G3: Ensure travel safety and reliability for all people and goods in the region.	Consistent. Project implementation would ensure travel safety and reliability for people and goods by adding important links to the City's circulation system, as described above.
G4: Preserve and ensure a sustainable regional transportation system.	Consistent. As discussed in Section 4.15: Transportation , the mix of uses permitted by the Plan and the configuration of the new neighborhoods would result in a reduction in VMT in comparison to the average for the City and surrounding area. By promoting reduced vehicle use, the Plan would decrease the traffic congestion, air pollution, and GHG emissions associated with growth in the region.
RTP/SCS Goal	CONSISTENCY ANALYSIS
G5: Maximize the productivity of our transportation system.	Consistent. As discussed above and in Section 2.0: Project Description , of this Draft EIR, the Plan would provide an internal circulation system that would provide convenient, safe, and efficient access and connections to planned residential and non-residential land uses in the Plan Area and to the existing neighborhoods around the NA. It would also provide pedestrian and bicycle facilities that would facilitate access to existing transit service in the area.
G6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent. The Plan would allow for the completion of the street network in the area and create an extensive network of bicycle and pedestrian facilities that would encourage active non-motorized transportation modes. The availability and use of alternative transportation systems would reduce air pollutant and GHG emissions from vehicle use and would promote an active lifestyle. Notably, when taking into consideration the characteristics of the Plan would reduce VMT in comparison to the average for the City and surrounding area.
G7: Actively encourage and create incentives for energy efficiency, where possible.	Consistent. Section 4.5: Energy of this Draft EIR, discusses energy conservation and how the Plan would avoid and reduce inefficient, wasteful, and unnecessary consumption of energy during construction and operation. As identified above, transportation fuel use would be reduced due to emphasis of the Plan on providing a multi-modal transportation network.

RTP/SCS Goal	CONSISTENCY ANALYSIS
G8: Encourage land use and growth patterns that facilitate transit and active transportation.	Consistent. As discussed above, a primary characteristic of the Plan is the definition of a multi-modal transportation system that will facilitate active pedestrian and bicycle transportation in the new planned neighborhoods and surrounding neighborhoods, providing access to and facilitating use of the existing transit service in the area.
G9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Not Applicable. The proposed Plan does not involve the construction or expansion of the transportation system. Therefore, security associated with regional transportation systems is not applicable to the proposed Plan.

Local

City of Rancho Cucamonga

The Etiwanda Heights Neighborhood and Conservation Plan (EHNCP) Project includes a General Plan Amendment. Components of this amendment would include changes to the text, tables, and figures in the General Plan to allow an increase in the allowed intensity of land use in the NA and the establishment of the SP-EHNCP zone for the entire Plan Area and detailed Regulating Zones and sub-zones to implement the existing General Plan land use designations in the RCA. The Plan would, allow limited rural residential development in the RCA on private properties and with a focus on managed conservation of open space. The General Plan Amendment would change the General Plan land use designations in the NA and modify various language, text and tables in the General Plan in Chapters 2: Managing Land Use, 3: Community Mobility, 4: Economic Development, 5: Community Services, 6: Resource Conservation, 7: Public Facilities and Infrastructure, 8: Public Health and Safety, and 9: Housing, to allow the future development under the Plan.

The Plan would be adopted by ordinance as a Specific Plan, as defined in Section 65450 – 65457 of the Government Code. As described in **Section 2.0: Project Description**, the Plan would create 13 sub-areas and identifies the Regulating Zones to regulate the use of land within the Plan Area. The Neighborhood Area is organized into Sub-Areas 1-9, which are intended for the development of new walkable neighborhoods. Sub-Area 10 contains an existing Southern California Edison transmission line. Sub-Area 12 is the existing North Etiwanda Preserve, where no development is permitted, and Sub-Areas 11 and 13 are zoned for a very limited amount of rural residential development on privately owned property to ensure the existing rural and open space character of this area is preserved.

The Plan would establish five (5) Regulating Zones . A single Regulating Zone, the Rural Zone (R), would apply to the RCA. This Regulating Zone would have 4 sub-zones corresponding with the existing General

Plan Land Use Designations in the RCA: 1) Hillside (R-H), (2) Open Space (R-OS), (3) Flood Control/Utility Corridor (R-FC/UC), and (4) Conservation (R-C). The Plan would permit the development of up to a maximum of 100 rural residential homes on private property in the RCA, subject to the development standards defined for the Hillside and Open Space subzones, which supplement the City's existing Hillside Development Regulations. Water and sewer service would not be extended into the RCA. Homes developed on private property in the RCA would be served by water wells and septic systems. The Plan includes a Conservation Strategy & Transfer of Development Rights Program to encourage and facilitate the conservation of privately-owned lands in the RCA.

The Plan would establish four (4) Regulating Zones in the NA: 1) Neighborhood Estates (N-E), 2) Neighborhood General 1 (NG-1), 3) Neighborhood General 2 (NG-2), and 4) the Shops and Restaurants zones. The Plan would allow the development of up to 2,900 residential units in the NA and 180,000 square feet of commercial development in the Shops and Restaurant zone. The Transfer of Development Rights program included in the Plan could result in the transfer of development rights from private property in the RCA to the NA. The total number of units in the NA would not be allowed to exceed 3,000.

The Plan also includes Development Standards and Design Guidelines for eight permitted building types: (1) Rural House, (2) Estate House, (3) Extra Large House, (4) Large House, (5) Medium House, (6) Small House, (7) Attached Homes, and (8) Shops and Restaurants and identifies which types of buildings are allowed in each zone. The development standards for each building types address lot size, building setbacks and heights, building massing, frontages (yards), open space and parking.

The City's existing Hillside and Equestrian /Rural Overlay standards would apply to the Plan Area upon annexation.

Activities undertaken by a planning agency must be consistent with the goals and policies of the agency's general plan. The Rancho Cucamonga General Plan was approved in 2010, and as subsequently amended, serves as the main land use policy document for the City. Therefore, all future development in the City must comply with the General Plan's goals and policies, unless amended. The State's general rule for a General Plan consistency determination is that "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" (OPR 2003). As required by Section 15125(d) of the State CEQA Guidelines, **Table 4.10-2: General Plan Consistency Analysis** provides an analysis of the consistency of the Plan, including the proposed amendment to the General Plan to incorporate the Plan into the General Plan, with applicable goals and policies in the adopted Rancho Cucamonga General Plan.

Table 4.10-2
General Plan Consistency Analysis

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
LAND USE AND DEVELOPMENT		
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.		
Consistent. As discussed further below, the Plan would create a pattern of new planned neighborhoods in the NA that would complement the existing neighborhoods to the west, east, and south and further protect the neighborhoods to the west and east of the NA by creating new preserve areas and limiting the amount of development in the RCA.		
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.	Consistent. As discussed in the analysis presented in this Draft EIR, there would not be any long-term local impacts to the existing residential neighborhoods located east, south and west of the NA (e.g., aesthetics, air quality, noise) associated with incompatible activities or land uses. The project proposes residential uses next to existing residential uses as well as preserving current open spaces adjacent to existing residential and open space uses. The proposed Plan includes a network of open space corridors in the NA that provide buffers from the existing neighborhoods. The permitted density of residential development in the new neighborhoods in the NA is consistent with the density of the adjacent neighborhoods to create a compatible pattern of land uses. The Plan would allow for the completion of the street network in the area and provide bicycle and pedestrian connections to new parks and trails in the Plan Area that would enhance the living environment in the adjacent residential neighborhoods.
Policy LU-1.2	Designate appropriate land uses to serve local needs and be able to respond to regional market needs, as appropriate.	Consistent. The Plan would allow for the development of a range of single family detached and attached homes intended to meet regional housing needs. The Plan would allow the limited development of shops and restaurant planned to meet the daily local needs of residents of the new neighborhood and the existing neighborhoods surrounding the NA.
Policy LU-1.3	Encourage commercial centers that serve a broad range of retail and service needs for the community.	Consistent. The Plan would allow the limited development of shops and restaurant planned to meet the daily local needs of residents of the new neighborhood and the existing neighborhoods surrounding the NA.

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
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.	Consistent, as amended. As discussed in Section 3, Project Description, the proposed Plan involves a General Plan Amendment including revisions to the text, tables, and figures in the General Plan to allow the proposed intensity of development the Plan would allow in the NA. The Plan would be adopted as a Specific Plan. The proposed General Plan Amendment and the adoption of the Plan as a Specific Plan are consistent with the General Plan as indicated by the General Plan Consistency analysis in this table.
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.	Consistent. As proposed, the Plan would permit the development of single-unit attached and/or detached residential homes in appropriate locations in the new neighborhoods in the NA. The residential densities allowed at the edges of the new neighborhoods are limited to be consistent and compatible with the densities in the existing adjacent neighborhoods.
Goal LU-2: Facilitate sustainable and attractive infill development that complements surrounding neighborhoods and is accessible to pedestrians, bicycles, transit, and automobiles.		
Consistent. As discussed further below, the Plan would create a pattern of new planned neighborhoods in the RCA that would complement the existing neighborhoods to the west, east, and south and establish a multi-modal on and off-street circulation system that would include connections to the existing neighborhoods around the NA.		
Policy LU-2.3	Provide direct pedestrian connections between development projects where possible.	Consistent. A primary feature of the proposed Plan in the new neighborhoods in the NA is a pedestrian network that provides access throughout the Plan Area and also provides connections to the existing surrounding neighborhoods to facilitate pedestrian access to the open space, parks, public facilities, and neighborhood shops and restaurants the Plan would allow.
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.		
Consistent. The Plan would include extending Wilson Avenue and extending and improving Rochester and Milliken Avenues, which would complete the City's street circulation network in this portion of the City. Additionally, the Plan would create the new Etiwanda Heights Preserve, reduce the amount of development allowed in the RCA, and establish a conservation strategy and transfer of development rights program to provide the opportunity for additional protection of the natural resources in the RCA.		

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
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.	Consistent. The Plan would allow the development of new neighborhoods in the NA on land no longer needed for flood control purposes, establish a new Etiwanda Heights Preserve, immediately north of the NA, and implement the City's existing General Plan designations in the RCA by limiting the number of new homes allowed to 100 and establishing a Rural Zone that includes additional development standards that would supplement the City's Hillside Development Ordinance and other existing regulations. The Plan also includes a conservation strategy and transfer of development rights program, whereby development rights from the Conservation Area could be transferred to the Neighborhood Area as mutually beneficial to future developers of the NA and private property owners in the RCA. This program provides the opportunity for additional protection of the natural resources in the RCA.
Policy LU-3.5	Work toward a sustainable jobs-housing balance by accommodating a range and balance of land uses within Rancho Cucamonga.	Consistent. The Plan would allow for the development of range of single family detached and attached homes intended to help meet regional housing needs while also providing neighborhood-oriented retail commercial development that would generate local job opportunities that would contribute to the balance of jobs and housing in the City.
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).	Consistent. The Plan includes a Neighborhood Open Space Framework Plan that defines a network of open spaces planned to define the character of the proposed neighborhoods. The design standards in the Plan will result in the new neighborhoods in the NA being pedestrian oriented neighborhoods consistent with the character found in the original community of Etiwanda.
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.	Consistent. The proposed Plan includes a planned network of open spaces and street designs that emphasize pedestrian movement and will create an integrated connected pedestrian network.
Policy LU-3.11	New development should be permitted especially where it is logical to extend existing infrastructure improvements and	Consistent. The Plan would permit the development of new neighborhoods in the southern portion of the NA, adjacent to existing neighborhoods with utilities that can be extended to serve the new planned

GENERAL PLAN GOAL/POLICY		CONSISTENCY ANALYSIS
	includes housing of varied densities.	neighborhoods, as identified in Chapter 6, Infrastructure, in the Plan.

COMMUNITY DESIGN		
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.		
Consistent. As discussed further below, the Plan limits residential development on private property in the RCA to a maximum of 100 units, establishing new development standards and review process for any new homes built in the RCA, and a conservation strategy and transfer of development rights program to provide the opportunity for additional protection of the natural resources in the RCA.		
Policy LU-8.1	Regulate development on natural slopes of eight percent grade or greater through the City's Hillside Development Ordinance.	Consistent. The Plan implements the existing General Plan land use designations in the hillside areas in the RCA. The Rural Zone is sub-divided into 4 Sub-Zones that correspond with the existing General Plan Land Use designations: (1) Hillside (R-H), (2) Open Space (R-OS), (3) Flood Control/Utility Corridor (R-FC/UC), and (4) Conservation (R-C). The intent of the Rural zone is open space with allowance for limited amounts of very low-density single-family housing on privately owned property in the RCA sited and designed to integrate into the existing rural landscape of the foothills. Grading is strictly minimized, roadways and buildings conform themselves to the natural terrain, buildings, landscaping and other site improvements are simple and rural in character and designed for fire resistance. These proposed standards would supplement the standards in the Hillside Development Ordinance, which would also apply, and a development review process would also be established for homes proposed on private property in the RCA to ensure the impacts of development of homes in the RCA are minimized.
Policy LU-8.2	Approve only those residential densities that do not exceed the ability to reasonably provide public services and adequate public safety.	Consistent. As evaluated in Section 4.14: Public Services , the City and other public agencies can provide the level of public services needed by the development that would be permitted by the Plan. In addition, the City has prepared a Fiscal Impact Analysis that shows the revenues generated on an annual basis will be sufficient to pay for the public services required.

Policy LU-8.3	Require adequate access for emergency vehicles and evacuations.	Consistent. The circulation master plan included in the Plan will complete the circulation system in the area by extending and improving existing major streets that currently end at the NA including Wilson Avenue, Rochester Avenue, and Milliken Avenue. Completion of the circulation system with these improvements will provide access for emergency vehicles and evacuations for the new neighborhoods planned in the NA and enhance access in the existing surrounding neighborhoods.
Policy LU-8.4	Prohibit extensive disturbances and scarring of ridgelines and other distinctive landforms in the hillsides.	Consistent. Refer to the consistency analysis for Policy LU-8.1. The development standards for the Rural Zone in the Plan will minimize grading in hillside areas in the RCA. The Plan would concentrate development in new neighborhoods in the NA in a portion of the Plan Area with slopes under 10% that do not contain any distinctive landform features, such as ridgelines.
Policy LU-8.5	Protect natural resources and sensitive habitat areas, and avoid encroachment from new hillside development.	Consistent. Refer to the consistency analysis for Policies LU-3.4 and 8.1. The Plan implements the existing General Plan land use designations for the RCA, which are protective of the natural resources and sensitive habitat areas in the hillside areas. The Plan also limits the number of new homes to 100 in the RCA and establishes a conservation strategy and transfer of development rights program to provide the opportunity for additional protection of the natural resources in the RCA.
Policy LU-8.6	Require that hillside development minimize alteration of natural landforms, and encourage clustering where feasible to retain maximum open space.	Consistent. The Plan would limit grading for development of new homes in the RCA and requires the clustering of new rural homes into a homesite when more than one home is proposed on an existing parcel, or combined from multiple parcels in a cooperative development arrangement. This standard complements an amendment the City will be processing to the Hillside Residential zone to allow clustering. The intent of the Rural Zone is to permit limited amounts of very low-density single-family housing that is gently integrated into the existing rural landscape of the foothills. No mass grading will be permitted for homes built on private property in the RCA.

Policy LU-8.7	Blend hillside development with natural surroundings through architecture and the use of appropriate construction materials, colors, and natural vegetation	Consistent. The Regulating Rural Zone development standards for the Hillside (R-H) and Open Space (R-OS) subzones supplement the protection provided by the City's Hillside Development Ordinance to ensure the limited amount of rural residential development allowed by the Plan in the RCA will blend with the natural surroundings.
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.	Consistent. The Plan includes a trail master plan with connections to the new neighborhoods in the NA with trailheads to provide convenient access for residents of the new planned neighborhoods and existing adjacent neighborhoods. The Plan would implement the City's existing General Plan, including the Master Plan of Trails, in the RCA.
Policy LU-8.9	Restrict intensive uses and activities in areas where they would be threatened by natural or man-made hazards.	Consistent. The Plan limits development in the RCA to a maximum of 100 units on private property in the RCA and will create a compact pattern of development of new neighborhoods in the southern portion of the NA with a defined defensible development edge at the northern edge of these neighborhoods to minimize wildfire risk.
Policy LU-8.10	Hillside development shall be controlled by customized regulations.	Consistent. The Plan includes customized regulations for the Hillside (R-H) and Open Space (R-OS) subzones in the Rural Zone in the RCA to supplement the City's Hillside Development Ordinance.
Goal LU-9: Foster a cohesive, healthy community through appropriate patterns and scales of development, including complementary transitions between districts, neighborhoods, and land uses.		
Consistent. As discussed further below, the Plan would define a compact pattern of new neighborhoods in the NA scaled and designed within an open space network, including buffers with existing surrounding neighborhoods and uses.		
Policy LU-9.2	Integrate districts and neighborhoods into the overall City structure and image.	Consistent. The Plan will integrate new neighborhoods in the NA with the existing surrounding neighborhoods by connecting existing streets through the Plan Area and enhancing pedestrian and bicycle access. The density of development permitted at the edges of the new planned neighborhoods is also regulated to match the density of the adjacent existing neighborhoods to integrate the new and existing neighborhoods. The Plan also

		provides enhanced streetscape designs for the streets designated as Special Boulevards in the General Plan.
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.	Consistent. The Plan will establish the new Etiwanda Heights Preserve immediately north of the NA and includes a network of open spaces in the new planned neighborhoods to provide linkages and a transition to the hillside open space areas in the RCA. The plan also limits the amount of residential development in the RCA and includes development standards for the RCA that will preserve the existing hillside landforms.
Goal LU-10: Encourage sustainable landscaping and streetscape design.		
Policy LU-10.3	Promote low water usage, and emphasize fire-safe defensible space.	Consistent. The landscape design guidelines in the Plan limit turf and high-water demand plants. Additionally, appropriate building separations would be provided consistent with the building code to promote defensible space. The Plan would establish an open space framework in the new neighborhoods in the RCA that would establish an open space buffer at the northern edge of the NA that would create a wildland fire defensible space.
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.	Consistent. The Plan includes streetscape design standards for the neighborhood shops and restaurants district that includes a multi-purpose/equestrian trail along the south side of Wilson Street in front of the shops, and courtyards and paseos connecting from Wilson Street through to the parking lots behind commercial uses in this district.
Goal LU-11: Ensure that community aesthetics are maintained through appropriate regulations.		
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.	Consistent. The Plan requires that all new and existing utility service lines will be placed underground as feasible, to the extent allowed by the utility companies.
Goal LU-12: Foster a variety of travel routes that are enjoyable ways to experience Rancho Cucamonga.		
Consistent. As discussed further below, the Plan includes a multi-modal transportation network and streetscape design standards that will create a variety of enjoyable travel routes through the Plan Area.		

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.	Consistent. Chapter 5, Development Standards and Design Guidelines in the Plan includes streetscape designs for streets in the new neighborhoods in the NA consistent with this policy.
Policy LU-12.3	Support development projects that are designed to facilitate convenient access for pedestrians, bicycles, transit, and automobiles.	Consistent. Refer to the consistency analysis for Policy LU-3.8. The Plan includes a comprehensive multi-modal circulation plan.
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.	Consistent. As discussed in Section 4.1: Aesthetics , the network of open spaces included in the Plan, the streetscape design concepts and standards, and the development standards would result in framing views from Wilson Avenue, which is designated as a scenic corridor in the General Plan and would not substantially obstruct views from scenic corridors and special boulevards designated in the General Plan.
Goal LU-14: Support public art as an important amenity of a beautiful City.		
Consistent. As discussed below, the Plan is consistent with this goal, which is not applicable to single-family residential development.		
Policy LU-14.2	Continue to promote the establishment of entry monumentation as a means of identifying communities, districts, and neighborhoods.	Consistent. The Plan includes master streetscape designs that will include entry monumentation.
COMMUNITY MOBILITY		
Goal CM-1: Provide an integrated and balanced multi-modal transportation network of Complete Streets to meet the needs of all users and transportation modes.		
Consistent. As described below, the Plan would create a multi-modal network of complete streets consistent with this goal.		
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.	Consistent. The Plan includes a comprehensive multi-modal circulation plan in the NA that will facilitate all modes of travel and through connections to the existing surrounding neighborhoods, improve bicycle and pedestrian access for these neighborhoods. The extension of Wilson Avenue through the Plan Area and the improvement and extension of Milliken

		and Rochester Avenues will also complete the circulation network in the foothill neighborhood area, which will enhance both the safety and efficiency of the existing circulation system. Transit service is currently provided on Banyan Street in the southwest corner of the planning area. The street designs in the Plan for Banyan Street and Wilson, Rochester, and Milliken Avenues would also accommodate transit service.
Policy CM-1.2	Provide an integrated network of roadways that provides for convenient automobile, transit, bicycle, and pedestrian circulation movement around the City.	Consistent. Refer to the consistency analysis for Policy CM-1.1.
Policy CM-1.3	Complete the circulation system by constructing new roadway facilities and freeway interchanges pursuant to the Circulation Plan (Figure CM-2).	Consistent. Refer to the consistency analysis for Policy CM-1.1
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.	Consistent. The Plan includes street design standards on arterial streets in the Plan Area to accommodate all travel modes and reinforce the structure of new neighborhoods and districts that would be established by the Plan.
Goal CM-2: Plan, implement, and operate transportation facilities to support healthy and sustainable community objectives.		
Consistent. As described below, the Plan would create a multi-modal transportation network consistent with this goal.		
Policy CM-2.1	Facilitate bicycling and walking citywide.	Consistent. The Plan would enhance bicycling and walking by providing pedestrian and bicycle connections to the existing surrounding neighborhoods and trail connections to provide access to appropriate locations in the RCA.

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.	<p>Consistent. While the Plan would increase the total amount of VMT in the City, the VMT analysis provided in Section 4.15: Transportation, concludes the mix of uses the Plan would allow and the configuration of the new neighborhoods would reduce VMT in comparison to the average for the City and surrounding area. Transit service is currently provided on Banyan Street in the southwest corner of the planning area. The street designs in the Plan for Banyan Street and Wilson, Rochester, and Milliken Avenues would also accommodate transit service and a network of pedestrian and bicycle facilities in the NA would facilitate access to transit services.</p> <p>By providing a balance mix of uses and a multi-modal transportation network, the Plan would accommodate growth in the City while minimizing the total VMT in the City.</p>
Goal CM-3: Provide a transportation system that includes connected transit, bicycle, and pedestrian networks.		
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.	Consistent. The proposed Plan includes a comprehensive master-planned network of streets, sidewalks, bike paths and trails that will connect the existing surrounding and new residential neighborhoods to the parks and open spaces, neighborhood shops and restaurants, K-8 school and other public facilities in the Plan Area.
Policy CM-3.8	Continue to encourage the provision of bicycle facilities, such as bicycle lockers and secure bike parking, throughout the City.	Consistent. All individual development projects in the Plan Area will be required to provide bicycle facilities in accordance with the City's standards.
Policy CM-3.10	Continue to complete the installation of sidewalks and require new development to provide sidewalks	Consistent. The Plan includes an extensive system of sidewalks and trails to serve residents of the new planned neighborhoods and also provide connections to the existing surrounding

		neighborhoods. Sidewalks are required on both sides of streets in all zones that would be established by the Plan, unless the street only has home on one side of the street, in which case a sidewalk is required on that side of the street. In the Neighborhood Estates zone, sidewalks are required on one side of the street and a multi-purpose trail is required on the other side of the street.
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.	Consistent. The streetscape design standards included in Chapter 5, Development Standards & Design Guidelines, of the Plan include pedestrian amenities along both major and neighborhood streets, with specific focus on providing pedestrian amenities in the neighborhood Shops and Restaurant zone, including mid-block paseos and crosswalks to provide easy access to parking lots behind the shops, and encourage visitors to shop both sides of the street. The sidewalks provide room for street furnishings and café dining areas. Pervious curbside parking lanes with in-street planters will further soften the streetscape and provide additional shade and enclosure.
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.	Consistent. The development framework that would be established by the Plan includes an emphasis on creating a network of pedestrian facilities in the plan area that would promote safety in the new neighborhoods and neighborhood shops and restaurants district. The network of pedestrian and bicycle facilities in the NA would facilitate access to existing transit service on Banyan Street and any new transit route service that may be provided in the future on Wilson, Rochester, and Milliken Avenues in the Plan Area.
Goal CM-4: Maximize the operational efficiency of the street system.		
Consistent. The Plan would maximize the operational efficiency of the existing street system by extending and improving major arterial streets through the Plan Area and mitigating the impacts of the project on the City's street system.		

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.	Consistent. As discussed in Section 4.15: Transportation , improvements have been identified to mitigate project impacts; and the project would pay its fair share for cumulative impacts, as applicable; and would pay the required city-wide transportation development impact fees.
Goal CM-5: Require that new development mitigate transportation impacts and contribute to the improvement of the City's transportation system.		
Consistent. The impacts of the Plan on the City's Transportation System will be mitigated.		
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.	Consistent. As discussed in Section 4.15: Transportation/Traffic , the Property Owner/Developer would be required to implement certain roadway improvements to mitigate project impacts; would pay its fair share for cumulative impacts, as applicable; and would pay the required city-wide transportation development impact fees.
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.	Consistent. A Traffic Impact Analysis has been prepared for the project, and is summarized in Section 4.15: Transportation/Traffic . In addition to multi-modal circulation facilities included as part of the proposed Plan, mitigation measures are identified to reduce potentially significant impacts.
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.	Consistent. An existing transit route passes through the southwest corner of the Plan Area on Banyan Street. The Plan provides for the provision of transit amenities if transit service is expanded to other major streets in the Plan Area.

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.	Consistent. Refer to the consistency analysis for Policy CM-1.1. The Plan includes a comprehensive multi-modal circulation plan in the NA that will facilitate all modes of travel and through connections to the existing surrounding neighborhoods, improve bicycle and pedestrian access for these neighborhoods. Sidewalks are required on both sides of streets in all zones that would be established by the Plan, unless the street only has home on one side of the street, in which case a sidewalk is required on that side of the street. In the Neighborhood Estates zone, sidewalks are required on one side of the street and a multi-purpose trail is required on the other side of the street. The Plan requires new parking areas to accommodate convenient access and parking for bicycles. Bicycle lanes are also required on Milliken Avenue, Rochester Avenue, and Wilson Avenue in the Plan Area and all streets meeting the Neighborhood Avenue 2 street design as defined in the Plan.
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.	Consistent. A new school site is identified north of Wilson Avenue near the center of the new neighborhoods that would be established by the Plan. This school is bordered on the west by the Central Greenway and the street design for Wilson Avenue includes a wide landscaped parkway to create an attractive pedestrian and bicycle environment.
Goal CM-6: Coordinate with other jurisdictions on regional transportation issues.		
Consistent. As described below, the Plan is consistent with applicable regional plans.		
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.	Consistent. Consistency with South Coast Air Quality Management District (SCAQMD) requirements is discussed in Section 4.2: Air Quality . Consistency with the Congestion Management Plan (CMP) and payment of required fees to address regional transportation needs is discussed in Section 4.15: Transportation . Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals is discussed above in Table 4.10-1 . The VMT analysis provided in Section 4.15:

		Transportation , concludes the mix of uses the Plan would allow and the configuration of the new neighborhoods would reduce VMT in comparison to the average for the City and surrounding area.
ECONOMIC DEVELOPMENT		
Goal ED-1: Achieve and maintain a diverse and sustainable economic base.		
Consistent. The Plan would add to the range of housing opportunities available in the City served by neighborhood shops and restaurants that would meet the daily needs of residents of the 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.	Consistent. The Plan would establish a Regulating Neighborhood Shops and Restaurant zone at the intersection of Wilson and Rochester Avenues planned to meet the daily needs of residents of the new planned neighborhoods and adjacent neighborhoods.
Policy ED-1.5	Support housing opportunities for workers of all income ranges.	Consistent. The Plan would allow development of a range of single family attached and detached homes.
Goal ED-2: Maintain local long-term fiscal sustainability.		
Policy ED-2.2	Diversify the City's retail base.	Consistent. Refer to the consistency analysis for Policy ED-1.4. The Plan includes a neighborhood-oriented Shops and Restaurants zone.
Goal ED-3: Continue to emphasize quality as a core community value as it applies to local workers and residents.		
Consistent. The Plan would create new neighborhoods with a high level of open space amenities and a multi-modal transportation network.		
Policy ED-3.2	Provide community and cultural amenities.	Consistent. The Plan would provide a range of community and cultural amenities including an open space and trail network, a range of parks, new school, and also allow the development of a new community facility in the Shops and Restaurant zone.
Policy ED-3.4	Improve internal circulation for all modes of transportation, consistent with the concept of "Complete Streets."	Consistent. The street designs included in Chapter 5, Development Standards & Design Guidelines, in the Plan, provide for all modes of travel, including not only pedestrians, bicycles, automobiles, transit vehicles, but also equestrians in certain areas of the plan.
Goal ED-4: Implement consistent high-quality standards for all future development.		
Consistent. The Plan would establish high-quality development standards as discussed below.		
Policy ED-4.3	Improve connectivity between development projects to create a more cohesive atmosphere.	Consistent. The Plan includes the extension of Wilson Avenue through the Plan Area and the improvement and extension of

		Milliken and Rochester Avenues, which will connect the neighborhoods surrounding the NA. The Plan also includes an open space, trail and street network that would knit together new development in the NA creating a cohesive atmosphere.
COMMUNITY SERVICES		
Goal CS-1: Provide attractive, high-quality community services facilities that adequately meet the community's need.		
Consistent. The Plan would provide an amount of parkland that exceeds the City's standard and would configure this parkland in a variety of park types.		
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.	Consistent. Based on the projected population of 9,090 for the Plan, approximately 44 acres of parkland would be required. The Plan includes approximately 85 acres of parkland, including 33 acres of neighborhood parks, 45.5 acres of community park area and 7 acres of park area in neighborhood greens.
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.	Consistent. The Plan would provide a wide range of park facilities, including a Community Park with sports fields at the intersection of Banyan Street and Rochester Avenue, neighborhood parks and smaller open space areas throughout the new planned neighborhoods in the NA, a network of open space corridors with trails in the NA and trails consistent with the General Plan Trail Master Plan in the RCA.
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).	Consistent. Parks will be provided as identified in the Plan as part of the development of the planned residential neighborhoods.
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.	Consistent. The Plan locates the planned community park at Banyan Street and Rochester Avenue to facilitate access from the new planned neighborhoods and existing neighborhoods surrounding the NA. The new neighborhoods have been planned around the open space and park network to ensure both access and compatibility.

Policy CS-1.8	Continue to build, renovate, and maintain parks in a manner that is environmentally sustainable.	Consistent. Refer to the consistency analysis for Policy CS-1.1.
Policy CS-1.9	Develop intermediate sized (10-12 acre) parks with lighted athletic fields and appropriate parking to accommodate community sports programs.	Consistent. Community playfields would be provided in the park located on the southwest corner of Rochester Avenue and Banyan Street.
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.		
Consistent. The Plan includes a network of off-road trails as described below.		
Policy CS-6.1	Provide a comprehensive, interconnected off-road trail system that provides alternative mobility choices throughout the entire City and increases connectivity.	Consistent. The Plan includes an extensive system of trails to serve residents of the new planned neighborhoods in the NA and also provide connections to the existing surrounding neighborhoods. These trails provide connections to neighborhood and community parks and the K-8 school site. Connections to trails in the RCA are also provided.
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.	Consistent. The Plan includes connections to trails in the RCA and a park at the northeast corner of the NA that will provide a trailhead. The trail plan in the Plan is designed to provide access through the RCA to connect to appropriate trails in the National Forest while not providing additional access to preserve areas, including the North Etiwanda Preserve, in order to balance recreational and conservation goals for the Conservation Area.
Policy CS-6.3	Continue to incorporate, where feasible, regional and community trails along utility corridors and drainage channels.	Consistent. The Plan Area includes existing utility corridors. The Plan incorporates trails in these corridors into the trail plan.
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.	Consistent. The trail plan in the Plan includes trails suitable for equestrian use.

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.	Consistent. The Plan includes a network of trails in the NA that will provide a variety of amenities for pedestrians, bicyclists, and equestrians.
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.	Consistent. The open space plan in the Plan, defines a range of park and open space areas that will serve as community gathering places. The Plan would also establish a community garden area in the utility corridor on the eastern edge of the Plan Area between Wilson Avenue and Banyan St.
RESOURCE CONSERVATION		
Goal RC-1: Encourage stewardship of natural open space areas, environmentally sensitive lands, and agricultural resources.		
Consistent. As described below, the Plan would limit development and maximize the preservation of natural open space areas and environmentally sensitive lands within the RCA as defined in the Plan.		
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.	Consistent. As discussed in Section 4.1: Aesthetics , the network of open spaces included in the Plan, the streetscape design concepts and standards, and the development standards would result in framing views from Wilson Avenue, which is designated as a scenic corridor in the General Plan and would not substantially obstruct views from scenic corridors and special boulevards designated in the General Plan.
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.	Consistent. The Plan would limit development of neighborhoods to the NA, between existing neighborhoods and limit development in the RCA to 100 rural homes on private property. The Plan would establish a Rural Zone in the RCA with additional development standards to supplement the City's Hillside Development Standards to preserve the existing visual character of the RCA. The Plan includes a Conservation Incentive TDR Program allowing for the voluntary transfer of residential density from privately-owned properties in the RCA to the NA in exchange for financial or other negotiated compensation to the RCA property owner.

		The number of units that could be developed on the RCA parcel considering the maximum density allowed based on the zone, slope, and other environmental constraints (e.g., fault zone, wildfire and Wildland-Urban Interface (WUI), riparian or streambed environs, flood zone, etc.) will be the basis of the development rights transfer under the TDR program.
Goal RC-3: Support the use of water that is both efficiently consumed and recycled to minimize waste and maximize supplies.		
Consistent. As described below, the Plan will facilitate the efficient use of water.		
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.	Consistent. The Plan Area incorporates progressive techniques in water conservation technology and practices through careful planning and thoughtful design and engineering by promoting on-site infiltration.
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.		
Consistent. As described below, the Plan will create and land use pattern the reduces the effects of development on energy resources.		
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 AB 32 and SB 375.	<p>Consistent. The Plan would create an interconnected multi-modal circulation network in the new neighborhoods in the NA. These neighborhoods would include a variety of parks and open space areas along with a new K-8 neighborhood school and a neighborhood shops and restaurant district scaled to meet the day to day needs of residents for commercial services and reduce the need to travel to other areas of the City to access these services.</p> <p>The VMT analysis provided in Section 4.15: Transportation, concludes the mix of uses the Plan would allow and the configuration of the new neighborhoods would reduce VMT in comparison to the average for the City and surrounding area.</p>
Goal RC-7: Protect aggregate mining resources that are sustainably mined and managed, and that minimize impacts to surrounding areas.		
Consistent. As described below, the Plan is consistent with the current General Plan policies related to aggregate resources.		

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	Consistent. The Plan Area primarily consists of an alluvial fan formed by Day and Deer Creeks that contains sand and gravel designated as valuable mineral resources. The NA includes a closed sand and gravel mine. Consistent with the designation of regionally significant aggregate resources in the Deer and Day Creek Fans, the Plan would permit, subject to additional environmental review and the issuance of permits, consistent with Surface Mining and Reclamation Act, within the Deer Creek and Day Creek Alluvial Fans, sectors D-1 and D-6, as shown in Figure RC-2 in the Resource Conservation Chapter of the General Plan.
Policy RC-7.3	Ensure effective restoration of expended mining sites in a manner that is aesthetically attractive.	Consistent. The Plan incorporates a closed sand and gravel mine and the concept grading plan provides for recontouring the mine site to make it suitable for residential development.
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.	Consistent. The City will coordinate with the State Mining and Geology Board to update the SMARA maps to remove sector D-3, which includes the NA, as shown in Figure RC-2 in the Resource Conservation Chapter of the General Plan.
Goal RC-8: Protect wildlife habitats that support various plants, mammals and other wildlife species.		
Consistent. As described below, a primary objective of the Plan is to preserve the higher quality habitat areas in the RCA. The Plan reduces the development potential in the RCA, and includes a Conservation Plan in Chapter 3 of the Plan that proposes three new preserve areas and a voluntary Transfer of Development Rights Program to further reduce the amount of development in the RCA.		
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.	Consistent. A primary objective of the Plan is to preserve higher quality habitat areas in the RCA, including riparian habitat areas, creek corridors, and Riversidian Alluvial Fan Sage Scrub present in the RCA, by concentrating new development in a compact neighborhood pattern in the southern portion of the Plan Area on degraded habitat located between existing neighborhoods. The Plan also limits development in the RCA and includes a conservation strategy and transfer of development rights program to provide the opportunity for additional protection of the natural resources in the RCA..

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.	Consistent. The City consulted with other public agencies throughout the planning process for the Plan, including San Bernardino County, to develop the Plan. A primary objective of the Plan is to preserve higher quality habitat areas in the RCA by focusing urban development in the lower habitat areas in the NA.
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.	Consistent. The Plan includes a conservation and Transfer of Development Rights (TDR) strategy formulated to preserve land in the RCA to complement these existing preserve areas.
Policy RC-8.4	Acquire and/or protect open space areas that provide strategic wildlife corridors and vital connectivity between habitat areas.	Consistent. A primary objective of the Plan is to preserve open space areas in the RCA, which also would preserve areas for wildlife movement in the foothills.
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.	<p>Consistent. The City consulted with the Fire District during the planning process for the Plan. The Plan would establish a compact neighborhood development pattern in the NA that would replace open space areas that pose an existing fire hazard to the surrounding neighborhoods. The new neighborhoods would have an open space buffer along the edge of the neighborhoods that would create a defensible boundary in the event of wildfire events.</p> <p>Additionally, a Master Fire Protection Plan will be created for the Plan Area and neighborhood specific fire protections plan will be developed as the NA is constructed as proposed by the phasing plan.</p>
PUBLIC FACILITIES AND INFRASTRUCTURE		
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.		
Consistent. The Plan provides a range of community facilities, including neighborhood parks, a community park with sports fields, a comprehensive network of trails, and a multi-purpose community facility in the Wilson Square neighborhood shops and restaurant district.		
Policy PF-1.2	Promote community facilities as focal points for gatherings, events, and celebrations.	Consistent. The open space framework plan in the Plan includes a range of park areas in the NA that would provide focal points for

		events. The Plan also allows a Community Facility in the Neighborhood Shops and Restaurants zone.
Goal PF-2: Improve access for all Rancho Cucamonga residents to high quality educational opportunities that satisfy each individual's needs, desires, and potential.		
Consistent. The Plan provides for new school facilities and would create new neighborhoods that are compatible with existing schools.		
Policy PF-2.2	Consider the needs of the school districts that serve Rancho Cucamonga in future planning and development activities.	Consistent. The Plan includes a site for a new K-8 Etiwanda School District school and includes linear parks and greens along the perimeter of the adjacent Los Osos High School to ensure the new neighborhood development is compatible with this existing school.
Goal PF-6: Provide adequate and reliable wastewater collection and treatment facilities to meet current and future needs.		
Consistent. Adequate wastewater collection and treatment facilities will be available to serve the proposed uses.		
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	Consistent. Based on consultations with the Inland Empire Utilities Agency (IEUA) and Cucamonga Valley Water District (CVWD), the Plan includes a conceptual sewer facilities plan. Section 4.16: Utilities and Service Systems discusses existing and planned wastewater treatment capacity. CVWD has sufficient treatment capacity available to treat the wastewater that would be generated by the planned uses in the NA.
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.	Consistent. Based on consultations with the Inland Empire Utilities Agency (IEUA) and Cucamonga Valley Water District (CVWD), the Plan includes a conceptual sewer facilities plan. Section 4.16 Utilities and Service Systems discusses existing and planned wastewater treatment capacity. CVWD has sufficient treatment capacity available to treat the wastewater that would be generated by the planned uses in the NA.
Goal PF-7: Minimize the volume of solid waste that enters regional landfills and encourage recycling.		
PUBLIC HEALTH AND SAFETY		
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.		
Consistent. The Plan would establish new neighborhoods with a defensible edge treatment to mitigate fire risks.		

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	Consistent. The Plan would establish a compact neighborhood development pattern in the NA that would replace open space areas that pose an existing fire hazard to the surrounding neighborhoods. The new neighborhoods would have an open space buffer along the northern edge of the neighborhoods that would create a defensible boundary in the event of wildfire events.
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.	<p>Consistent. The Plan would establish a compact neighborhood development pattern in the NA that would replace open space areas that pose an existing fire hazard to the surrounding neighborhoods. The new neighborhoods would have an open space buffer along the edge of the neighborhoods that would create a defensible boundary in the event of wildfire events.</p> <p>Additionally, a Master Fire Protection Plan will be created for the Plan Area and neighborhood specific fire protections plan will be developed as the NA is constructed as proposed by the phasing plan.</p> <p>The Plan would also include the extension of Wilson Avenue through the Plan Area and the extension and improvement of Milliken and Rochester Avenues, which would complete the circulation network in the foothill neighborhoods, which will provide routes for evacuation of the existing and new neighborhoods during a wildfire event.</p>
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.	Consistent. The Plan includes a conceptual water facilities plan developed in consultation with CVWD and includes a 2-million-gallon water tank to meet fire and domestic demands.
GOAL PS-5: Minimize the potential damage to structures and loss of life that may result from earthquakes and other seismic hazards.		
Consistent. The Plan would concentrate development in the southern portion of the Plan Area and limit development in the RCA to minimize risk.		

Policy PS-5.1	Require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and development review process for all structures proposed for human occupancy.	Consistent. As discussed in Section 4.6: Geology and Soils , a preliminary geotechnical review was conducted to inform the planning effort. The RCA contains existing faults and development is limited in the portion of the Plan Area in response to this condition. Additionally, supplemental geotechnical investigations would be required for future development in the Plan Area.
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.	Consistent. As discussed in Section 4.6: Geology and Soils , a preliminary geotechnical review was conducted to inform the planning effort. The RCA contains existing faults and development is limited in the portion of the Plan Area in response to this condition. Additionally, supplemental geotechnical investigations would be required for future development in the Plan Area.
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.	Consistent. Future development allowed by the proposed Specific Plan Amendment would comply with existing seismic safety regulations, as discussed in Section 4.6: Geology and Soils .
Goal PS-6: Minimize the potential damage to structures and loss of life that may result from geologic hazards.		
Consistent. The Plan would limit development in the steeper portions of the RCA to minimize risks 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.	Consistent. The Plan limits development in the RCA to 100 homes and would establish a Regulating Rural Zone with additional development standards to supplement the Hillside Development Guidelines.
Goal PS-7: Provide adequate and appropriately designed storm drainage and flood control facilities to minimize the risk of flooding.		
Consistent. The Plan drainage master plan would provide for adequate drainage to avoid flooding risks.		
Policy PS-7.1	Continue to upgrade and expand the flood control system so that the community is protected from flooding.	Consistent. The Plan includes a drainage master plan for the NA designed to accept and accommodate storm runoff from the RCA, and provide adequate drainage for the

		NA to prevent flooding.
Policy PS-7.5	Continue cooperative working relationships among public agencies with responsibility for flood control.	Consistent. The Plan is a planning effort being conducted in cooperation with the San Bernardino County Flood Control District to address surplus Flood Control District property.
Goal PS-10: Maintain good local air quality, and reduce the local contributions of airborne pollutants to the air basin.		
The Plan would facilitate use of alternative transportation modes and would not result in localized air quality impacts on surrounding uses.		
Policy PS-10.2	Integrate air quality planning with land use, economic development, and transportation planning.	Consistent. The VMT analysis provided in Section 4.15: Transportation , concludes the mix of uses the Plan would allow and the configuration of the new neighborhoods would reduce VMT in comparison to the average for the City and surrounding area, which will assist in meeting air quality planning targets.
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.	Consistent. The Plan includes a site for a new K-8 school located in a central location in the new planned residential neighborhoods in the NA. The neighborhood plan in the NA includes open space buffers at the edges of the Plan Area and densities at the edges of the new neighborhoods planned to be consistent with the existing densities of the surrounding neighborhoods. The Plan would limit development around Los Osos High School to single family residential uses that would not generate substantial amount of pollutants. The Plan also includes linear parks and greens along the perimeter of Los Osos High School to ensure the new neighborhood development is compatible with this existing school.
Goal PS-11: Reduce the volume of pollutants generated by motorized vehicles.		
Consistent. The Plan would facilitate use of alternative transportation modes to reduce use of 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.	Consistent. The Plan includes a multi-modal transportation network, including a trail network in the NA to promote pedestrian and bicycle transportation, and foster a healthy and sustainable community
Policy PS-11.2	Minimize vehicle emissions by encouraging alternative land use patterns that reduce the need for automobile trips.	Consistent. The Plan would establish an alternative land use pattern in the NA that includes a multi-modal transportation network, including a trail network in the NA

		to promote pedestrian and bicycle transportation as an alternative to automobile use.
Policy PS-11.4	Support regional and local transportation and housing programs that reduce vehicle emissions by decreasing vehicle miles traveled (VMT).	Consistent. The VMT analysis provided in Section 4.15: Transportation , concludes the mix of uses the Plan would allow and the configuration of the new neighborhoods would reduce VMT in comparison to the average for the City and surrounding area.
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.	Consistent. The Plan includes a complete street designs in the NA along with an off-street trail system that will provide safe routes to the new K-8 school in the center of the new planned neighborhoods.
Goal PS-12: Mitigate against climate change.		
Consistent. The Plan would facilitate use of alternative transportation modes to reduce the effects of new development.		
Policy PS-12.3	Encourage development of transit-oriented and infill development, and encourage a mix of uses that foster walking and alternative transportation.	Consistent. The Plan would allow the development of a compact set of new neighborhoods infilling an area between existing neighborhoods. The Plan also includes a neighborhood shops and restaurant district in the NA around the intersection of Wilson and Rochester Avenues, designed and scaled to meet the day to day needs of residents in a location accessible by pedestrians and bicyclists.
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).	Consistent. The Plan includes a multi-modal transportation network, including a trail network in the NA to complement complete street designs. Transit service is currently provided on Banyan Street in the southwest corner of the planning area. The street designs in the Plan for Banyan Street and Wilson, Rochester, and Milliken Avenues would also accommodate transit service and a network of pedestrian and bicycle facilities in the NA would facilitate access to transit services.
Policy PS-12.7	Support tree planting, planting more vegetation (including native and drought-resistant planting), and preservation of open space.	Consistent. A primary objective of the Plan is the preservation of open areas in the RCA. The landscape guidelines for the NA promote native and drought-resistant planting. The Plan would establish an open space network in the NA including a Central

		Greenway, a mile-long, undulating park space, ranging in width from 200 to 400 feet, connecting the neighborhoods of Etiwanda Heights to each other and to the Rural/Conservation open space to the north. This greenway would provide a naturalistic “dry creek” channel lined with cobbles and boulders to convey seasonal stormwater from the neighborhoods into the Day Creek Channel, include trails for hikers, runners, bicyclists and equestrian, and a variety of active and passive park spaces adjacent to the neighborhoods
Goal PS-13: Minimize the impacts of excessive noise levels throughout the community, and adopt appropriate noise level requirements for all land uses.		
Consistent. The Plan would be consistent with applicable noise policies as described below.		
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.	Consistent. Impacts related to noise are discussed in Section 4.12: Noise . The primary and highest noise levels within the Plan Area will be from traffic on Wilson, Rochester, and Milliken Avenues. With adherence to applicable requirements in the California Building Code (CBC, e.g., interior noise levels of 45 A-weighted decibels [dBA] or less), incorporation of solid walls in appropriate locations, residential development in the NA will be consistent with the established land use/noise compatibility standards identified in the General Plan.
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.	Consistent. As discussed in Section 4.12: Noise , of this Draft EIR, the Plan will not subject new planned land uses to noise levels from ground transportation sources that will require the use of noise barriers. The Plan Area is not located near to, or subject to, noise from any industrial sources.
Policy PS-13.6	Implement appropriate standard construction noise controls for all construction projects.	Consistent. Section 4.12: Noise , identifies mitigation measures that are required to be implemented to reduce construction-related noise and vibration.
HOUSING		
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.		
Consistent. The Plan would add to the range of housing types and increase the supply of housing available in the City.		
Objective HE-1.1	Ensure a wide range of housing	Consistent. The General Plan encourages

	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.	<p>housing in a variety of price ranges. The Plan would allow a variety of single family detached and attached housing units in the new neighborhoods in the NA that would add to the range of housing opportunities available in the City.</p> <p>By annexing the Plan Area and the approving the Plan, the City would be adding to the inventory of residential land in the City and allow for the development of approximately 2,000 homes not accounted for in the City's current General Plan or Housing Element. Affordable housing could be developed in the Plan Area and the Plan would not obstruct the City from providing affordable housing through the variety of programs contained in the Housing Element of the General Plan.</p>
Goal HE-2: Provide housing opportunities that meet the needs of all economic segments of the community including very low-, low-, and moderate-income households and special needs groups.		
Consistent. The Plan would increase the supply, and add to the range of housing opportunities available in the City for all economic segments of the community.		
Objective HE-2.4	Recognize the unique characteristics of elderly and handicapped households and address their special needs.	Consistent. All housing developed in the Plan Area would meet ADA (Americans with Disabilities Act) standards. The Plan would allow the development of a variety of attached and detached residential units, including units designed to meet the special needs of elderly and handicapped households.

In summary, in accordance with SC 4.10-1 in the City's General Plan EIR (which requires that future development and redevelopment in the City be consistent with the goals, policies, and programs of the 2010 General Plan Update), the policy consistency analysis presented in **Table 4.10-2** previously shows that the Plan, including the General Plan Amendment included as part of the Project, would be consistent with the goals and policies in the Rancho Cucamonga General Plan, inclusive of policies adopted by the City to avoid and minimize the environmental effects of development. No significant environmental impacts would result from the inconsistency with policies in the General Plan adopted by the City to avoid and minimize environmental effects.

City of Rancho Cucamonga Development Code

The EHNCP Project would include an amendment to the Development Code to incorporate the use table from the Plan into the Code. Other changes would include revisions to Section 17.114.020, Specific Plan Descriptions, to identify and add a description of the Plan in the Specific Plan section of the Development Code, revise the description of the Etiwanda North Specific Plan, and explain that part of the property subject to the EHNCP would be removed from that specific plan and included in the new Plan.

The proposed amendments to the Development Code, which include the City's Zoning, would be made in compliance with the provisions of the Development Code. Once adopted, the Plan would regulate development on the site. The standards in the City's existing Hillside Overlay Zoning District would remain in effect in the Plan Area and would be supplemented by the additional standards and review process defined in the Plan for the Rural Regulating Zone. The standards defined in the Equestrian Overlay Zoning District would also remain in effect in the Plan Area. As to matters not categorically superseded and not otherwise specifically addressed by the Specific Plan, the Development Code would apply and would be interpreted in a manner that is consistent with the goals and objectives of the Specific Plan. As identified through the analysis presented in Table 4.10-2, implementation of the maximum amount of development that would be allowed by the Plan would not conflict with applicable General Plan goals and policies.

The Plan as proposed, inclusive of the proposed amendment to the Development Code, would not conflict with the requirements of the City of Rancho Cucamonga Development Code, including Zoning regulations.

County of San Bernardino Local Agency Formation Commission

Annexation of the portions of the Plan Area not currently within the City into the City of Rancho Cucamonga is proposed. Annexation into the City would require approval by the San Bernardino County LAFCO. Upon LAFCO approval (and that of other affected agencies), the Plan Area would be under the jurisdiction of the City of Rancho Cucamonga, and regulated by the Plan. Any development of single family homes on private property in the Resource/Conservation Area would be served by private water wells and septic systems.

Specifically, annexation of approximately 4,088 acres into the City of Rancho Cucamonga is proposed.

Because the Plan Area would be removed from the County of San Bernardino's jurisdiction, upon LAFCO approval of the annexation, the Plan Area would also be detached from County Service Area 70.

The NA is already currently within the service boundaries of The Metropolitan Water District of Southern California (MWD), the Inland Empire Utilities Agency (IEUA), which is the regional water purveyor for the Rancho Cucamonga/Upland/Montclair/Chino area, and the Cucamonga Valley Water District.

As previously indicated, the San Bernardino LAFCO considers several factors when evaluating the impacts associated with an annexation. The factors evaluated include the existing and proposed boundaries of the annexation area, the fiscal impacts of the annexation on the affected jurisdictions and special districts, impacts to the service capabilities and ratios within and surrounding the annexation area, and the environmental effects of the annexation. The County's LAFCO will make the determination upon LAFCO approval (or denial) as to whether or not the boundaries of the proposed annexation area are logical and consistent with orderly progression of growth within the County. These service and environmental impacts of the proposed Plan are addressed within this EIR in the various impact discussions in **Section 4.0: Environmental Impact Analysis**, and more specifically, **Section 4.14: Public Services** (impacts to fire protection and police services), and **Section 4.16: Utilities and Service Systems** (impacts to utility systems).

Public Services and Utilities

The City of Rancho Cucamonga provides a full range of public services including police protection, other related emergency/non-emergency services, public works (including engineering, road maintenance and park maintenance), community services, planning services, library services, and general government. The Rancho Cucamonga Fire Protection District (RCFPD) provides fire protection to the proposed Plan as a subsidiary district. The City maintains public storm drains, public basins, and public streets. The City also maintains public landscaping within 10 landscape maintenance district (LMD) areas. In addition, an LMD is a separate entity formed or joined by developers to participate in the cost of maintenance for the LMD in which the development is located. The County of San Bernardino Flood Control District is responsible for the maintenance of regional flood control facilities in the annexation area. Property tax rates for the project area are based on information provided by the San Bernardino County LAFCO, the County of San Bernardino Auditor-Controller's Office, and the City of Rancho Cucamonga.

Rancho Cucamonga Fire Protection District

The RCFPD service area currently includes the incorporated City of Rancho Cucamonga and the City's SOI. Therefore, the proposed development is currently located within the RCFPD jurisdictional boundaries.

The proposed Plan would contribute annual revenues to the RCFPD from property taxes. Additionally, all new development in the CFD 88-1 service area is also required to pay an annual special tax to CFD 88-1.

The proposed Plan would comply with all applicable LAFCO requirements relative to the proposed annexation process. Additionally, the impact discussions contained in this EIR would serve to address the previously indicated LAFCO evaluation criteria for land annexations. As such, impacts would be less than significant, and no mitigation is required.

Threshold LU-2: Physically divide an established community?

The Plan would allow the development of a compact pattern of new neighborhoods in the Neighborhood Area located between existing neighborhoods, as shown in Figure 2.0-10, Neighborhoods Plan, in **Section 2.0: Project Description**. By extending Wilson Avenue through the Plan Area and improving and extending Milliken and Rochester Avenues, the Plan would complement and complete the existing pattern of foothill neighborhoods north of the 210 Freeway.

No significant impacts to the established pattern of the community would result for the approval and implementation of the Plan.

CUMULATIVE IMPACTS

The Plan as proposed would not contribute to any cumulative local land use impacts. The Plan would allow the development of new neighborhoods in the NA designed to be compatible with the existing surrounding neighborhoods. Other related projects north of SR-210 in these neighborhoods, as identified in **Table 3.0-1** and **Figure 3.0-3** in **Section 3.0: Environmental Setting**, primarily consist of the development of additional single-family homes in the neighborhood to the east of the NA. Only one small single-family and one small multifamily project is proposed east of the NA and north of SR-210. These related projects are being developed in conformance with the existing general plan land use and zoning designations for these areas.

As discussed above, the Plan may contribute to the City's population exceeding the SCAG RTP/SCS 2040 population projection for the City of Rancho Cucamonga by a small increment, equivalent to approximately 2% of the 2040 population growth forecast of 2040. Because the Plan may result in the City's population exceeding the 2040 population forecast for the City, this additional increment of population growth may contribute to cumulative environmental impacts not addressed by regional plans.

MITIGATION MEASURES

The potential inconsistency of the population growth that would be generated by the Plan with the SCAG RTP/SCS 2040 population growth forecast for the City of Rancho Cucamonga could be mitigated by reducing the number of residential units allowed by the Plan. This would not feasibly meet the basic objectives of the EHNCP as presented in **Section 2.0: Project Description**.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

Because the growth in population projected for the Plan is not fully accounted for in the 2016-2040 SCAG growth forecasts, this growth is considered inconsistent with these forecasts. The additional increment of population growth that would be generated by the Plan, 4,744 persons, may result in the City's population exceeding the 2040 population growth forecast of 204,300 by approximately 2%. Because the Plan may result in the City's population exceeding the 2040 population forecast for the City, which could result in additional environmental impacts not addressed by regional plans, this impact is considered significant.