

Rich Haven SECTION 9

9.1 General Plan Consistency

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457) permits the adoption and administration of specific plans as an implementation tool for elements contained in the local general plan. Policy plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan. The Rich Haven Specific Plan has been prepared in conformance with the goals and policies of the City of Ontario Policy Plan. The policy analysis in **Table 9-1, “Policy Plan Consistency,”** describes the manner in which the Rich Haven Specific Plan complies with The Ontario Plan (TOP) policies applicable to the project.

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LAND USE ELEMENT	
GOAL LU-1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.	
<p>LU-1.1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.</p>	<p>The Specific Plan outlines a pedestrian sidewalk and multi-use trail network connecting neighborhoods to open space and adjacent future commercial land uses.</p>
<p>LU-1.2 Sustainable Community Strategy. We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.</p>	<p>Sustainable Community/Smart Growth principles are incorporated into the Rich Haven Land Use Plan. Pedestrian sidewalks and bicycle paths to be constructed as part of the project throughout the community provide connectivity among residential planning areas and schools to help reduce vehicle trips and miles traveled. The design of residential areas incorporates tree-lined parkways providing shade for pedestrians and parked cars. Safe and efficient pedestrian and bicycle connectivity is provided throughout the project.</p> <p>The Rich Haven architectural design guidelines allow for a variety of architectural styles that respond to local climate conditions. Some styles allow the incorporation of flat roofs that facilitate the use of solar collectors. All new construction will utilize design features, fixtures, appliances, and heating and cooling controls to conserve energy and water. The landscape concept for</p>

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	Rich Haven incorporates a plant palette of drought tolerant materials and requirements that the development implement planting and irrigation systems designed to conserve water. Park and recreation areas will include shaded areas, bicycle racks, and other amenity features to encourage pedestrian and other non-vehicular activities.
LU-1.3 Adequate Capacity. We require adequate infrastructure and services for all development.	The Rich Haven Specific Plan establishes an infrastructure and public facilities plan to ensure that adequate roadways and public utilities including sewer, water, and drainage facilities along with schools, parks, and other public facilities are provided to serve the project.
LU-1.4 Multimodal Mobility. We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities	The Rich Haven Specific Plan requires the construction of Class 1 Bike Paths, which are an integral element to creating accessibility and mobility within Rich Haven. The Specific Plan requires locations and construction of bus turnouts that may be required within the project to be coordinated with and constructed to the satisfaction of the City of Ontario and Omnitrans.
LU-1.6 Complete Community. We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.	Rich Haven provides for development of up to 7,194 residential dwelling units in a variety of residential single-family detached and multi-family attached housing types oriented toward open space amenities.

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GOAL LU-2: Compatibility between a wide range of uses and resultant urban patterns and forms.	
<p>LU-2.6 Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.</p>	<p>Arterial streets within Rich Haven will be uniformly landscaped in an aesthetically pleasing manner with 8-10-foot-wide landscaped parkways on each side of the street and 16 -26 foot wide landscaped medians in each street. A planting buffer area varying in width from 40-50 feet in width will be provided adjacent to sidewalks within the project adjacent to all arterial roadways. Decorative project monuments will be constructed at key project entries providing community identification and establishing a sense of arrival and a welcoming feeling for the community.</p>
<p>LU-2.9 Methane Gas Sites. We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.</p>	<p>The project will comply with appropriate mitigation measures identified in the project EIR for soil remediation and proper venting to address the potential existence of methane gases within the project.</p>
GOAL LU-4: Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.	
<p>LU-4.3 Infrastructure Timing. We require that the necessary infrastructure and services be in place prior to or concurrently with development.</p>	<p>Approval of the Rich Haven Specific Plan [SEP] is accompanied by an application for approval of a development agreement. The development agreement shall include, but not be limited to, methods for financing, acquisition, and construction of infrastructure, acquisition, and development of adequate levels of parkland and schools, as well as the provision of adequate housing opportunities for various</p>

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	segments of the community consistent with the City’s regional housing needs assessment. The Rich Haven development agreement shall be fully approved before the issuance of the first building permits for the project.
GOAL LU-5: Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.	
LU-5.2 Airport Planning Consistency. We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans, and airport land use compatibility plans for ONT and Chino Airport.	The Specific Plan will comply with the ALUCP requirements for Ontario Airport (ONT) and Chino Airport as outlined in Rich Haven Specific Plan Section 3-4.
LU-5.7 ALUCP Consistency with Land Use Regulations. We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.	The Specific Plan will comply with the ALUCP requirements for Ontario Airport (ONT) and Chino Airport as outlined in Rich Haven Specific Plan Section 3-4.
HOUSING ELEMENT	
GOAL H-2 Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.	
H-2.4 Ontario Ranch. We support a premier lifestyle community in the Ontario Ranch, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.	The Specific Plan allows for the development of up to 7,194 residential dwelling units comprised of a variety of single-family detached and multi-family attached homes. Residential land use areas are linked by a network of street- separated sidewalks and bicycle trails connecting all neighborhoods to parks and schools. Residential development is designed to address a

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	variety of lifestyles and economic segments of the marketplace, such as singles, families, executives and “empty nesters.”
H-2.5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.	The Specific Plan includes architectural design guidelines to encourage development of diverse neighborhoods with the use of varied architectural styles articulated with elements true to the architectural characteristics of each style.
GOAL H-5 A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age, or other status.	
H-5.2 Family Housing. We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation, and other amenities.	The Specific Plan allows for the development of condominium and multi-family home types designed to accommodate families with children. The Specific Plan requires that all condominium and multi-family developments within the project provide private recreational areas and/or pocket parks for residents of the development.
PARKS AND RECREATION ELEMENT	
GOAL PR-1: A system of safe and accessible parks that meets the needs of the community.	
PR-1.5 Acreage Standard. We strive to provide 5 acres of parkland (public and private) per 1,000 residents.	The project will comply with the City requirement for the payment of an in-lieu fee in amount equivalent to three acres of parkland per 1,000 residents to fund the development of public parks and the requirement that

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	each new development provide park acreage on-site equivalent to 2 acres per 1,000 residents. The Specific Plan includes the provision of private pocket parks in each Planning Area.
PR-1.6 Private Parks. We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.	The Specific Plan includes the provision of private pocket parks in each Planning Area with a total acreage provided equivalent to 2 acres of developed private park per 1,000 residents.
PR-1.9 Phased Development. We require parks be built in new communities before a significant proportion of residents move in.	Development within the Specific Plan is required to be reviewed and approved pursuant to the City’s Subdivision Ordinance, which requires the approval of tentative and final subdivision maps for the project. Conditions of approval associated with the City’s approval of tentative subdivision maps will provide for the timing of construction of parks as part of the development.
PR-1.11 Environmental Function of Parks. We require new parks to meet environmental management objectives.	The Specific Plan requires all new development to be reviewed and approved pursuant to the provisions of the City’s Subdivision Ordinance and Development Plan Review process, which provides for review by the City’s Planning Department which may require the development to incorporate environmental management objectives into the design of parks.
PR-1.12 Trails. We promote connections between parks and local trails including those managed by other public agencies.	The Specific Plan is designed for bicycle and pedestrian accessibility provided throughout the community through a network of off-street bike and pedestrian trails within Vineyard and Riverside Avenues. These

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	trails are connected to a Class I bike path system located within Archibald Avenue, Ontario Ranch Road, and Haven Avenue. Connectivity to this network of off-street trails from all residential Planning Areas is provided through the local street system.
PR-1.14 Multi-family Residential Developments. We require that new multi-family residential developments of five or more units provide recreational facilities or open space, in addition to paying adopted impact fees.	The Specific Plan requires that all condominium and multi-family developments within the project provide private recreational areas and/or pocket parks for residents of the development in addition to the payment by the developer of adopted impact fees.
ENVIRONMENTAL RESOURCES ELEMENT	
GOAL ER-1: A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.	
ER-1.3 Conservation and Sustainable Water Supply. We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability.	<p>The Specific Plan requires all public and common area landscaping within the project to utilize plant materials listed on the approved Specific Plan Landscape Plant Matrix, which is comprised of drought tolerant and California Friendly plant materials. The Specific Plan requires that irrigation systems for both public and private landscaped areas be designed to be as water-efficient as possible and includes the following minimum requirements.</p> <ul style="list-style-type: none"> • All irrigation systems shall have automatic controllers designed to properly water plant materials given the

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	<p>site’s soil conditions, and irrigation systems for all public landscapes shall have automatic rain shut-off devices.</p> <ul style="list-style-type: none"> • Drip irrigation is permitted within CFD landscape areas. • Spray systems shall have low volume matched-precipitation heads. • All CFD areas are to be controlled with central control irrigation systems, and all trees are to be irrigated utilizing a flush grade bubbler system on a separate valve. All CFD areas shall be designed to City Standard Specifications.
<p>ER-1.5 Water Resource Management. Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.</p>	<p>The Specific Plan requires that the developer obtain approval of a Storm Water Pollution Prevention Plan (SWPPP) prior to issuance of grading or construction permits. The SWPPP will be prepared to comply with California State Water Resources Control Board’s current “General Permit to Discharge Storm Water Associated With Construction Activity” and current “Area Wide Urban Storm Water Runoff (Regional NPDES) Permit.” The SWPPP will identify and detail all appropriate Best Management Practices (BMP’s) to be implemented or installed during construction of the project.</p> <p>In addition to the preparation of a SWPPP for construction-related activities, and as part of the approval of any grading plans for the project, the</p>

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	<p>developer is required to submit a Water Quality Management Plan (WQMP) on the regional model form provided by the City. The WQMP shall identify and detail all Site Design BMP's, Source Control BMP's and Treatment Control BMP's to be implemented or installed as part of the project in order to reduce storm water pollutants and site runoff.</p>
<p>ER-1.6 Urban Run-off Quantity. We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.</p>	<p>The Specific Plan requires that grading and drainage for the project be designed to retain, infiltrate, and/or biotreat surface runoff to the maximum extent practicable, in order to comply with the requirements of the current San Bernardino County NPDES Stormwater Program's MS4 Permit and Water Quality Management Plan (WQMP) for priority development projects. These effects shall be minimized through the implementation of on-site and off-site Low Impact Development (LID) Site Design Best Management Practices (BMPs) that reduce runoff and pollutant transport by minimizing impervious surfaces, maximizing on-site infiltration, and specifically retain/infiltrate or biotreat the 85th percentile storm event. In addition, non-structural and structural Source Control Best Management Practices (BMPs), shall also be implemented and documented in the project's approved Water Quality Management Plan(s) to reduce pollutant generation and transport from the project site. Participation in an alternative regional or watershed-based Treatment Control BMP is</p>

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	regulated by the requirements of the San Bernardino County MS4 Urban Runoff Permit and the SB County Water Quality Management Plan Technical Guidance Document.
ER-1.7 Urban Run-off Quality. We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.	The Specific Plan requires that the project comply with the most recent requirements of the San Bernardino County NPDES Storm Water Program’s Quality Management (WQMP) for significant new development projects. A final WQMP is required to be submitted by the developer for approval by the City prior to the issuance of any grading and construction permits for the project.
ER-1.8 Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.	The Specific Plan requires the construction of a wastewater system consistent with City requirements and also requires that the project obtain approval of a WQMP for the project prior to the issuance of any grading or construction permit.
GOAL ER-3: Cost-effective and reliable energy system sustained through a combination of low impact buildings, site and neighborhood energy conservation, and diverse sources of energy generation that collectively helps to minimize the region’s carbon footprint.	
ER-3.1 Conservation Strategy. We require conservation as the first strategy to be employed to meet applicable energy-saving standards.	The Specific Plan requires all public and common area landscaping within the project to utilize plant materials listed on the approved Specific Plan Landscape Plant Matrix, which is comprised of drought tolerant and California Friendly plant materials. The Specific Plan

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	<p>requires that irrigation systems for both public and private landscaped areas be designed to be as water-efficient as possible. The Specific Plan requires the construction of separate water mains for the use of recycled water in public and common areas of the project. The Specific Plan includes architectural styles that respond to local climate conditions and allow for the incorporation of flat roofs that facilitate the use of solar collectors. All new construction will utilize fixtures, appliances, and heating and cooling controls to conserve water and energy.</p>
<p>ER-3.2 Green Development– Communities. We encourage the use of the LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.</p>	<p>The Specific Plan includes architectural guidelines, which allow for a variety of styles that respond to local climate conditions. Some styles allow the incorporation of flat roofs that facilitate the use of solar collectors. All new construction will utilize design features, fixtures, appliances, and heating and cooling controls to conserve energy and water. The landscape concept for Rich Haven incorporates a plant palette and a planting and irrigation system designed to conserve water. Park and recreation areas will include shaded areas, bicycle racks, and other amenity features to encourage pedestrian and other non-vehicular activities.</p>
<p>ER-3.3 Building and Site Design. We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.</p>	<p>The Specific Plan includes architectural design guidelines, which allow for styles that respond to local climate conditions. Some styles allow for flat roofs that facilitate the use of solar collectors.</p>

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GOAL ER-4: Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.	
ER-4.4 Indoor Air Quality. We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.	All development within the Specific Plan will be required to comply with the State Green Building Code as implemented by the City.
GOAL ER-5 Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.	
ER-5.2 Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.	The project will comply with all mitigation measures identified in the project EIR with regard to biological resources
ER-5.3 Right to Farm. We support the right of existing farms to continue their operations within the Ontario Ranch.	The Specific Plan requires a minimum 100-foot wide agricultural buffer be provided by the development between any new residential structure and any existing animal feed trough, corral/pen or an existing dairy/feed lot.
ER-5.4 Transition of Farms. We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.	The Specific Plan requires a minimum 100-foot wide agricultural buffer be provided by the development between any new residential structure and any existing animal feed trough, corral/pen or an existing dairy/feed lot.

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COMMUNITY ECONOMICS ELEMENT	
GOAL CE-1: A complete community that provides for all incomes and stages of life.	
<p>CE-1.6 Diversity of Housing. We collaborate with residents, housing providers, and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to encourage the development of housing supportive of our efforts to attract business in growing sectors of the community while being respectful of existing viable uses.</p>	<p>The Specific Plan allows for the development of up to 7,194 residential dwelling units comprised of a variety of single-family detached and multi-family attached homes. A network of street-separated sidewalks and Multipurpose Trails connecting all neighborhoods to parks and schools links residential land use areas. Residential development is designed to address a variety of lifestyles and economic segments of the marketplace, such as singles, families, executives and “empty nesters.”</p>
GOAL CE-2: A City of distinctive neighborhoods, districts, corridors, and centers where people choose to be.	
<p>CE-2.1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.</p>	<p>The Specific Plan includes architectural and landscape design guidelines.</p>
<p>CE-2.2 Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.</p>	<p>The Specific Plan requires all new development to be reviewed and approved pursuant to the provisions of the City’s Subdivision Ordinance and Development Plan Review process which provides for review by the City’s Planning Department which may require the development to demonstrate how the project will create appropriately unique, functional and sustainable places.</p>

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<p>CE-2.5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.</p>	<p>The Specific Plan includes a Maintenance Responsibility Matrix defining the private responsibilities for maintenance of private roadways, parkways, trails, common areas, parks, yards, walls, and monuments within the project.</p>
<p>CE-2.6 Public Maintenance. We require the establishment and operation of maintenance districts or other vehicles to fund the long-term operation and maintenance of the public realm whether on private land, in rights-of-way, or on publicly-owned property.</p>	<p>The Specific Plan includes a Maintenance Responsibility Matrix defining the responsible public entities, including special districts, for maintenance of roadways, sidewalks, traffic signals, off site and on site public water, sewer, and storm drain infrastructure facilities.</p>
<p>SAFETY ELEMENT</p>	
<p>GOAL S-1: Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by earthquake-induced and other geologic hazards.</p>	
<p>S-1.1 Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.</p>	<p>All development within the Specific Plan will be required to comply with the State of California Building Code as adopted and implemented by the City.</p>
<p>GOAL S-3: Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.</p>	
<p>S-3.8 Fire Prevention through Environmental Design. We require new development to incorporate fire prevention consideration in the design of</p>	<p>The Specific Plan requires new development to be reviewed and approved pursuant to the City’s</p>

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streetscapes, sites, open spaces, and buildings.	Subdivision Ordinance and Development Plan Review process, allowing for the Fire Department review, and requiring the incorporation of any required fire prevention design elements in streetscapes, open spaces and buildings.
GOAL S-4: An environment where noise does not adversely affect the public’s health, safety, and welfare.	
S-4.1 Noise Mitigation. We utilize the City’s Noise Ordinance, building codes, and subdivision and development codes to mitigate noise impacts.	
GOAL S-5: Minimize the risk of injury, property damage, and economic loss resulting from windstorms and wind-related hazards.	
S-5.1 Dust Control Measures. We require the implementation of Best Management Practices for dust control at all excavation and grading projects.	Construction within the Specific Plan will comply with a City approved construction management plan and all mitigation measures identified in the project EIR with regard to dust control.
GOAL S-6: Reduced potential for hazardous materials exposure and contamination.	
S-6.9 Remediation of Methane. We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.	The project will comply with all mitigation measures identified as part of the project EIR for soil remediation and proper venting to address the potential existence of methane gases within the project.
GOAL S-7: Residential neighborhoods, commercial areas, and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, and community involvement in public safety.	
S-7.4 Crime Prevention through Environmental Design (CPTED). We require new development to incorporate CPTED in the design of streetscapes, sites,	The Specific Plan requires all new development to be reviewed and approved pursuant to the provisions of

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open spaces, and buildings.	the City’s Subdivision Ordinance and Development Plan Review process which provides for review by the City’s Police Department, which may require the development to incorporate CPTED in the design of streetscapes, sites, open spaces and buildings.
MOBILITY ELEMENT	
GOAL M-1: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.	
<p>M-1.1 Roadway Design and Maintenance. We require our roadways to:</p> <ul style="list-style-type: none"> • Comply with federal, state, and local design and safety standards; • Meet the needs of multiple transportation modes and users; • Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; • Be maintained in accordance with best practices; • Be compatible with the streetscape and surrounding land uses; and • Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies. 	<p>The Specific Plan requires the construction of a network of Master Plan Roadways designed consistent with the requirements of the City’s Functional Roadway Classification Plan and the New Model Colony Streetscape Master Plan. The roadway system is designed to maintain a peak hour Level of Service (LOS) E or better at all intersections as discussed in the project EIR. Site design, source control, and treatment BMP’s for the project are required to be submitted by the developer for approval by the City prior to issuance of permits for the project.</p>
GOAL M-2: A system of trails and corridors that facilitate and encourage active modes of transportation.	

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<p>M-2.3 Pedestrian Walkways. We require streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points.</p>	<p>The Specific Plan includes a plan for construction of an off-street pedestrian circulation system comprised of an interconnected, paved sidewalk system within all roadway rights-of-ways, separated from vehicular travel lanes by a landscaped parkway. The Rich Haven pedestrian system provides connectivity among residential neighborhoods to the pocket parks and the elementary school within Rich Haven.</p>
<p>GOAL M-3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit-dependent.</p>	
<p>M-3.2 Alternative Transit Facilities at New Development. We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.</p>	<p>The Specific Plan requires the developer of the project to coordinate with the local mass transit provider, Omnitrans, to accommodate adequate area for any bus turnouts within the Master Plan Roadways as required by Omnitrans.</p>
<p>COMMUNITY DESIGN ELEMENT</p>	
<p>GOAL CD-1: A dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses.</p>	
<p>CD-1.2 Place Types. We establish Place Types in urban, mixed use, and transit-oriented areas to foster the City's identity as a premier community and require new development within each Place Type to incorporate prescribed urban patterns, forms, and placemaking priorities.</p>	<p>The Specific Plan includes design guidelines to guide the physical character of all future residential development and all community and neighborhood features, including the overall landscape treatment within the project. The proposed community character</p>

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	<p>establishes a unified aesthetic treatment and design theme. The community vision for Rich Haven is based upon the architectural and landscape influences found in Ontario and throughout Southern California. The architectural styles and landscape concept chosen for the community have been selected in order to be reflective of older neighborhoods of historic Ontario as well as to accommodate innovative transitional influences. Together, the architectural styles and landscape concept are designed to create a neighborhood character for Rich Haven that will be sustainable over time.</p>
<p>CD-1.5 View Corridors. We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City’s visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.</p>	<p>The major north south streets in Rich Haven are designed to frame the views of the San Gabriel Mountains. The Specific Plan requires the construction of extensive landscaping on both sides of each street and in the median of each street. All new utility lines will be placed underground.</p>
<p>GOAL CD-2: A high level of design quality resulting in neighborhoods, commercial areas, public spaces, parks, and streetscapes that are attractive, safe, functional, human- scale, and distinct.</p>	
<p>CD-2.1 Quality Building Design and Architecture. We encourage all development projects to convey visual interest and character through:</p> <ul style="list-style-type: none"> • Building volume, massing, and height to provide context-appropriate scale and proportion; • A true architectural style which is carried out in plan, section, and 	<p>The Specific Plan includes design guidelines to guide the construction of the project by requiring building massing to address the street and the pedestrian experience, the use of selected architectural styles to be implemented in a comprehensive manner throughout each neighborhood around all building elevations, and</p>

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<p>elevation through all aspects of the building and site design and appropriate for its setting; and</p> <ul style="list-style-type: none"> Exterior building materials that are articulated, high quality, durable, and appropriate for the architectural style. 	<p>the use of building materials and architectural features and elements which are true to each selected style.</p>
<p>CD-2.2 Neighborhood Design. We create distinct residential neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:</p> <ul style="list-style-type: none"> A pattern of smaller, walkable blocks that promote activity, safety, and access to nearby amenities and services; Varied parcel sizes and lot configurations to accommodate a diversity of housing types; Traffic calming measures to slow traffic and promote walkability while maintaining acceptable traffic flows and emergency evacuation access; Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate; and Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users. 	<p>The Rich Haven Specific Plan is designed as a walk-able community of traditional residential neighborhoods organized around a simple grid street system offering a variety of home types within an open space setting. Residents can walk or bike to parks and schools via an interconnected network of sidewalks and trails throughout the community.</p> <p>Traditional site planning elements, varied residential product design and architecture, well-landscaped streets and enhanced entries combine to create welcoming neighborhoods within the community with aesthetic and functional harmony. Streets are linked together in a grid pattern with sidewalks separated from the street by landscaped parkways providing a simple and understandable system for pedestrian and vehicular travel connecting neighborhoods, open space amenities, public facilities, and recreational areas. A variety of housing types, including detached single-family homes, attached single-family homes, and multifamily homes are planned for Rich Haven, all of which are located close to schools, parks, and open space amenities.</p> <p>Residential development standards and design</p>

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	<p>guidelines contained in the Specific Plan ensure that homes are designed at a human scale emphasizing architecture fronting the street. Residential development standards are designed to minimize views of garage doors through use of alternating garage configurations. Traffic calming features incorporated into neighborhood streets include a traditional grid pattern with sidewalks separated by landscaping on either side of the street, and the use of intersection chokers and roundabouts where appropriate.</p>
<p>CD-2.5 Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.</p>	<p>The Specific Plan is designed with a comprehensive street system to accommodate the safe and efficient movement of automobiles as well as bike trails and ^[SEP]a multi-purpose trail to accommodate bicycle and pedestrian mobility and connectivity throughout the community. Streets are designed as a grid system of short blocks allowing for various access points and travel routes. Streets are designed with sidewalks separated from the street to create an inviting environment for walking. Streets connect neighborhoods, parks^[SEP] and schools through a variety of travel paths. Bicycle accessibility is provided throughout the community through a network of off-street multi- purpose trails within Vineyard Avenue and Riverside Avenue which connect to a Class II bike path and Multipurpose Trail. Connectivity to this network of off street bike trails from all residential Planning Areas</p>

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
	is provided through the local street system.
<p>CD-2.6 Connectivity. We promote development of local street patterns, multimodal networks, and connected public spaces that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent “islands” through the following means:</p> <ul style="list-style-type: none"> • Local street networks that provide access both between subdivisions and within neighborhoods and discourage through traffic; • A local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials and to provide adequate emergency and evacuation access; and • Pedestrian and bicycle networks that provide convenient access to neighborhoods and nearby destinations, such as schools, parks, other public spaces, commercial areas, and transit stops. 	<p>Off-street pedestrian circulation is available throughout Rich Haven by means of the interconnected, paved sidewalk system within the roadway right-of-way, separated from travel lanes by a landscaped parkway and within off-street Multipurpose Trails. The Rich Haven pedestrian system provides connectivity among residential neighborhoods to pocket parks and the elementary school within Rich Haven. Streets are designed in a simple grid system with short blocks promoting a sense of small neighborhoods.</p>
<p>CD-2.7 Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques.</p>	<p>Sustainable Community/Smart Growth principles are incorporated into the Rich Haven Land Use Plan. The sustainable goals for the project as stated in the Specific Plan include the following:</p> <ol style="list-style-type: none"> 1. Encourage walking and other non-vehicular modes of travel. 2. Provide pedestrian connectivity throughout the project.

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
	<p>3. Provide shaded outdoor areas.</p> <p>4. Encourage the use of architectural elements designed to reduce interior heat gain.</p> <p>5. Encourage the use of recycled, recyclable, and environmentally friendly building materials.</p> <p>6. Require the use of low energy glass, low water plumbing features, and energy efficient appliances.</p> <p>7. Encourage the use of drought tolerant landscaping and water efficient irrigation methods.</p> <p>Pedestrian and bicycle connectivity is provided among residential planning areas, schools, and parks helping to reduce vehicle trips and miles traveled. The design of residential areas incorporates tree-lined parkways providing shade for pedestrians and parked cars. Safe and efficient pedestrian and bicycle connectivity is provided throughout the project through a network of off-street bicycle trails, multi- use trails, and sidewalks.</p> <p>The Rich Haven architectural design guidelines allow for a variety of styles that respond to local climate conditions. Some styles allow the incorporation of flat roofs that facilitate the use of solar collectors. All new construction will utilize design features, fixtures, appliances, and heating and cooling controls to</p>

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
	<p>conserve energy and water. The landscape concept for Rich Haven incorporates a drought tolerant plant palette and requires planting and irrigation systems designed to conserve water. Park and recreation areas will include shaded areas, bicycle racks, and other amenity features to encourage pedestrian and other non-vehicular activities.</p>
<p>CD-2.8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.</p>	<p>Residential development standards and design guidelines contained within the Specific Plan require home designs with fronts of homes, not garages, oriented toward the street to ensure that “eyes are on the street” in each neighborhood. Residences are oriented around open space, parks, and trails. Parking areas and garages are located to the rear of residences to avoid dominance of the streetscape by automobiles and to enhance a pedestrian environment on all streets.</p>
<p>CD-2.9 Landscape Design. We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.</p>	<p>The landscape concept for Rich Haven incorporates the use of durable landscaping materials, a drought tolerant plant palette, and a planting and irrigation system designed to conserve water. Park and recreation areas will include shaded areas, bicycle racks, and other amenity features to encourage pedestrian and other non-vehicular activities. All materials utilized in private and public common areas will be durable landscaping materials.</p>

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<p>CD-2.11 Entry Statements. We encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.</p>	<p>Signage and landscaping will be provided at neighborhood entries within Rich Haven. Community and neighborhood entry monumentation is required by the Specific Plan and is designed to establish a hierarchy for each Planning Area of the community. At key entries a monumentation program will be utilized to help identify the community as well as convey a sense of arrival and a welcoming feel for both vehicular and pedestrian traffic. These monuments and “gateways” are to be designed with durable, lasting materials approved by the City of Ontario. The “gateways” leading into the community of Rich Haven will be elegant in appearance, classic in form, evoking the sense of arrival.</p>
<p>CD-2.12 Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.</p>	<p>The Specific Plan requires the developer of Rich Haven to obtain approval by the City of a Master Sign Program to address project entries, neighborhood identification and way finding signage within the project.</p>
<p>GOAL CD-3: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.</p>	
<p>CD-3.1 Unique Identity. We promote development that heightens the unique character and identity of each Place Type by requiring compatible land uses and land planning, site design, and building design that promotes an active</p>	<p>The Specific Plan includes architecture and landscape design guidelines to enrich the community landscape and architectural style for Rich Haven. The design</p>

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
<p>public realm.</p>	<p>guidelines are organized to define the basic landscape design principles for the project, to guide the implementation of the “design vision,” and to ensure the design integrity of the project. All landscape plans, streetscape plans, and graphic designs with regard to community identity, neighborhood identity, or entry monumentation within the project are required to conform to the landscape design guidelines as set forth in the Specific Plan and are subject to review and approval by the City of Ontario. The landscaping proposed for Vineyard, Riverside, Chino, and Hellman Avenues shall be designed in accordance with the City’s New Model Colony Streetscape Master Plan.</p>
<p>CD-3.3 Complete and Connected Network. We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.</p>	<p>The Specific Plan is designed for bicycle and pedestrian accessibility throughout the community through a network of off-street bike and pedestrian trails within Vineyard and Riverside Avenues. Connectivity to this network of off street trails from all residential Planning Areas is provided through the local street system.</p>
<p>CD-3.5 Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).</p>	<p>The Specific Plan includes architectural design guidelines, which promote street facing front entries and architectural elements visible from adjacent streets, sidewalks, and parks within the project.</p>
<p>GOAL CD-5: A sustained level of maintenance and improvement of properties, buildings, and infrastructure that protects the</p>	

PLAN POLICY	SPECIFIC PLAN CONSISTENCY
property values and encourages additional public and private investments.	
CD-5.1 Maintenance of Buildings and Property. We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.	The Specific Plan includes a Maintenance Responsibility Matrix defining the public, private, and utility entities responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, parks, yards, walls and monuments, traffic signals, infrastructure, and utilities within the project.
CD-5.2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.	The Specific Plan includes a Maintenance Responsibility Matrix defining the responsible entities for continual maintenance of roadways, sidewalks, traffic signals, off site and on site public water, sewer, and storm drain infrastructure facilities.
SOCIAL RESOURCE ELEMENT	
GOAL SR-2: A range of educational and training opportunities for residents and workers of all ages and abilities that improves their life choices and provides a skilled workforce for our businesses.	
SR-2.4 Access to Schools. We work with local and regional partners to improve the safety in and around schools and to improve access for citizens of all ages and abilities to schools and community services, such as after school and other programs.	

9.2 The Ontario Plan Consistency tables

9.2.1 RESIDENTIAL

TOP Land Use Designation	Specific Plan – Land Use/Planning Area	TOP Adjusted Acreage	Gross Acreage	Residential Units (Minimum)	Residential Units (Maximum)	Specific Plan Units Proposed	Specific Plan Proposed Gross Density (du/ac)
Low Density Residential (0 - 5.0 du/ac)	1A – Single Family Residential	24.16	25.5	25	128	128	5.0
Low Medium Density Residential (5.1 - 11.0 du/ac)	1B – Single Family Residential	24.16	24.5	123	270	270	11.0
Medium Density Residential (11.1 - 25.0 du/ac)	1C – Single Family Residential	57.83	60.6	699	1,445	1,055	17.4
Total		106.15	110.6	847	1,843	1,453	13.1

TOP Land Use Designation	Specific Plan – Land Use/Planning Area	TOP Adjusted Acreage	Gross Acreage	Residential Units (Minimum)	Residential Units (Maximum)	Specific Plan Units Proposed	Specific Plan Proposed Gross Density (du/ac)
OS-NR (Open Space Non-Recreational)	Edison Parcel	18.01	20.0				
OS-R (Open Space Recreational)	Park	25.71	27.0				
Total		43.72	47.0				

TOP Land Use Designation	Specific Plan – Land Use/Planning Area	TOP Adjusted Acreage	Gross Acreage	Residential Units (Minimum)	Residential Units (Maximum)	Specific Plan Units Proposed	Specific Plan Proposed Gross Density (du/ac)
Medium Density Residential (11.1-25.0 du/ac)	2B - Small Lot Single Family Residential	14.14	8.1	40	97	190	23.5
Medium Density Residential (11.1-25.0 du/ac)	3A - Small Lot Single Family Residential & Open Space Non-Recreation	10.01	36.1	180	433	560	15.5*
			8.3				
Medium Density Residential (11.1-25.0 du/ac)	3B - Small Lot Single Family Residential	9.26	8.6	43	103	190	22.1
Total		33.41	52.8	263	633	940	17.8*

* Residential densities are calculated using residential acreages only, therefore Open Space Non-Recreation acreages are not included.

TOP Land Use Designation	Specific Plan – Land Use/Planning Area	TOP Adjusted Acreage	Gross Acreage	Residential Units (Minimum)	Residential Units (Maximum)	Specific Plan Units Proposed	Specific Plan Proposed Gross Density (du/ac)
Low Density Residential (0 – 5.0 du/ac)	1A Single Family Residential	106.16	25.5	53	128	128	5.0
Low Medium Density Residential (5.1 – 11.0 du/ac)	1B Small Lot Single Family and multi-family Residential	33.41	24.5*	125	270	270	11.0
Medium Density Residential (11.1 – 25.0 du/ac)	1C, 2B, 3A and 3B Small Lot Single Family and multi-family Residential	62.06	85.1	944	2,127	1,995	23.4
RESIDENTIAL TOTAL		201.63	163.4*	1,122	2,525	2,393	14.6

* Residential densities are calculated using residential acreages only, therefore Open Space Non-Recreation acreages are not included.

9.2.2 MIXED-USE

TOP Land Use Designation	Rich Haven Specific Plan PA 4A – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Gross Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum
Mixed Use – Rich Haven (14 - 50 du/ac) 0.7 Commercial FAR	Stand Alone Residential Overlay (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)	38.39	45.0	630	2,250	1,099	24.4		
Total		38.39	45.0	630	2,250	1,099	24.4		

TOP Land Use Designation	Rich Haven Specific Plan PA 4B – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Gross Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum
Mixed Use – Rich Haven (14 - 50 du/ac) 0.7 Commercial FAR	Stand Alone Residential Overlay (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)		35.2	493	1,760	1,150	32.7	1,073,318	166,182
Mixed Use – Rich Haven (14 - 50 du/ac) 0.7 Commercial FAR	Max 0.7 FAR for Regional Commercial		5.0					152,460	
Open Space Non-Recreational (SCE Corridor)/neighborhood edge	Edison Easement		0.4						
Total		26.77	40.6	493	1,760	1,150	32.7	1,088,578	166,182

TOP Land Use Designation	Rich Haven Specific Plan PA 5B and 5C – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Gross Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum	Rich Haven SP Proposed Light Industrial SF Maximum
Mixed Use – Rich Haven (14 - 50 du/ac) 0.7 Commercial FAR	Stand Alone Residential Overlay (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)		31.6*	372	1,330	1,150	43.2	811,087	83,820	
Industrial 0.55 FAR	Light Industrial		1.0							7,500
Open Space Non-Recreational (SCE Corridor)/neighborhood edge	Edison Easement		11.2							
Total			65.1	372	1,330	1,150	43.2	1,491,059	83,820	7,500

* Residential densities are calculated using residential acreages only, therefore Commercial acreages are not included.

TOP Land Use Designation	Rich Haven Specific Plan PA 6A and 6B – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Gross Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum	Rich Haven SP Proposed Light Industrial SF Maximum
Industrial 0.55 FAR	Light Industrial	45.83	49.4					329,923		1,183,525
General Commercial 0.40 FAR	Commercial	23.24	25.1					492,751	300,000	
Open Space Non-Recreational (SCE Corridor)/neighborhood edge	Edison Easement	7.3	6.6							
Total		76.37	81.10					822,674	300,000	1,183,525

TOP Land Use Designation	Rich Haven Specific Plan PA 7 – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Gross Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum
Mixed Use – Rich Haven (14 - 50 du/ac) 0.7 Commercial FAR	Mixed Use Overlay (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)		20.5	287	1,025	552	26.9	625,086	162,500
Total			20.5	287	1,025	552	26.9	625,086	162,500

TOP Land Use Designation	Rich Haven Specific Plan PA 8 – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Gross Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum
Mixed Use – Rich Haven (14 - 50 du/ac) 0.7 Commercial FAR	Regional Commercial (0.7 Max FAR Allowed)		20.5					625,086	162,500
Total			20.5					625,086	162,500

TOP Land Use Designation	Rich Haven Specific Plan PA 9 – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Gross Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum
Medium Density Residential (11.1-25.0 du/ac)	Stand Alone Residential Overlay (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)		20.4	286	1,020	300	14.7		
Total			20.4	286	1,020	300	14.7		

TOP Land Use Designation	Rich Haven Specific Plan PA 10A – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Gross Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum
Mixed Use– Rich Haven (14 - 50 du/ac) 0.7 Commercial FAR	Stand Alone Residential Overlay (14 - 50 du/ac for residential or Max 0.7 FAR for Commercial)		16.9	237	845	550	32.5		
Total			16.9	237	845	550	32.5		

TOP Land Use Designation	Rich Haven Specific Plan PA 10B – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Gross Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum
Mixed Use – Rich Haven (14 - 50 du/ac) 0.7 Commercial FAR	Regional Commercial (0.7 Max FAR Allowed)		2.8					85,378	50,000
Total			2.8					85,378	50,000

9.2.3 INDUSTRIAL

TOP Land Use Designation	Rich Haven Specific Plan PA 2C – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Gross Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum	Rich Haven SP Proposed Light Industrial SF Maximum
Industrial 0.55 FAR	Light Industrial		23.4					560,617		560,617
Total			23.4					560,617		560,617

TOP Land Use Designation	Rich Haven Specific Plan PA 3C – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Gross Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum	Rich Haven SP Proposed Light Industrial SF Maximum
Industrial 0.55 FAR	Light Industrial		21.4					512,701		512,701
Open Space Non-Recreational (SCE Corridor)/neighborhood edge	Edison Easement		8.5							
Total			29.9					512,701		512,701

TOP Land Use Designation	Rich Haven Specific Plan PA 5A – Land Uses	TOP Acreage	Gross Acreage	Residential Units 14 du/ac (Minimum)	Residential Units 50 du/ac (Maximum)	Rich Haven SP Proposed Residential Units	Rich Haven SP Proposed Gross Residential Density (du/ac)	Commercial Acreage (0.7 FAR Max. SF)	Rich Haven SP Proposed Commercial SF Maximum	Rich Haven SP Proposed Light Industrial SF Maximum
Industrial 0.55 FAR	Light Industrial		21.3					502,805		502,805
Total			21.3					502,805		502,805