



9. General Plan Consistency





9.0 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. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the General Plan.

The Subarea 29 Specific Plan (SP) has been prepared in conformance with the goals and policies of The Ontario Plan (TOP) Policy Plan (General Plan). The policy analysis in this Chapter describes the manner in which the SP complies with TOP Goals and Policies applicable to the project.



<i>Land Use Element</i>	
POLICY PLAN GOALS AND POLICIES	SP CONSISTENCY
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.	
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.	The SP area is within the Ontario Ranch as identified in The Ontario Plan. The SP will adhere to current approved City of Ontario Infrastructure Master Plans.
LU-1.2 Sustainable Community Strategy. We integrate state, regional and local Sustainable Community/ Smart Growth principles into the development and entitlement process.	Sustainable Community/Smart Growth principles are incorporated into Land Use Plan. Pedestrian sidewalks and multipurpose trails provide connectivity.
LU-1.3 Adequate Capacity. We require adequate infrastructure and services for all development.	The SP establishes an infrastructure and public facilities plan to ensure that adequate roadways and public utilities including sewer, water and drainage facilities along with parks and other public facilities are provided to serve the SP area.
LU-1.4 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 (Link to Mobility Element Policies M-2.1, M-3.3; Community Design Element Policy CD-2.6, CD-3.1, CD-3.3, CD3.6).	Multipurpose trails are provided within the SP area. These trails connect with the trails located on the City's Multipurpose Trails and Bikeway Corridor Plan and provides points of connection to parks, residential neighborhoods, schools and the neighborhood commercial area.
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. (Link to Community Economics Element Complete Community Section; Community Design Element Urban, Mixed Use, and Transit-oriented Place Types Section)	The SP plans for a complete community with a mix of residential, commercial, and parks where residents can live, work, shop and recreate.
GOAL LU-2: COMPATIBILITY BETWEEN A WIDE RANGE OF USES.	
LU-2.6 Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.	The SP provides for an aesthetically pleasing streetscape concept.
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.	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. Per development requirements, several feet of soil that is potentially methane producing will be removed from the site to minimize risks.



GOAL LU-3: STAFF, REGULATIONS AND PROCESSES THAT SUPPORT AND ALLOW FLEXIBLE RESPONSE TO CONDITIONS AND CIRCUMSTANCES IN ORDER TO ACHIEVE THE VISION.	
LU-3.1 Development Standards. We maintain clear development standards which allow flexibility to achieve our Vision and provide objective standards that ensure predictability and deliver the intended physical outcomes. (Link to Community Design Element Design Quality and Urban, Mixed Use, and Transit-oriented Place Types Sections)	Utilizing the Specific Plan tool enables flexible development standards to be implemented, encouraging a range of housing and community design ideas. The standards set forth are implementable which helps maintain the vision and provide clear direction while encouraging creativity. .
GOAL LU5: INTEGRATED AIRPORT FACILITIES THAT MINIMIZE NEGATIVE IMPACTS TO THE COMMUNITY AND MAXIMIZE ECONOMIC BENEFITS.	
LU-5.7 ALUCP Consistency and 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 SP is located within the Airport Influence Areas of Chino Airport and Ontario International Airport. Section 4.8 requires all development to be consistent with the Airport Land Use Compatibility Plans for both airports.
<i>Housing Element</i>	
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 SP features detached and attached housing types in a variety of plotting configurations distinguished by the highest design quality and cohesive and highly amenitized neighborhoods.
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 SP has its own design guidelines to achieve architectural excellence.
GOAL H-4: INCREASED OPPORTUNITIES FOR LOW AND MODERATE INCOME HOUSEHOLDS AND FAMILIES TO AFFORD AND MAINTAIN QUALITY OWNERSHIP AND RENTAL HOUSING OPPORTUNITIES, INCLUDING MOVE-UP OPPORTUNITIES. INCLUSIVE COMMUNITIES, RACIAL EQUITY, FAIR HOUSING CHOICE, AND ACCESS TO OPPORTUNITY.	
H-4.4: Mixed-income Housing. We encourage the integration of affordable housing in the Ontario Ranch, Ontario Airport Metro Center Area, and existing neighborhoods.	The SP provides for a wide range of home ownership opportunities for many different lifestyles.
<i>Parks and Recreation Element</i>	
GOAL PR-1: A SYSTEM OF SAFE AND ACCESSIBLE PARKS THAT MEETS THE NEEDS OF THE COMMUNITY.	
PR-1.1 Access to Parks. In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.	The SP provides for parks and multipurpose trails that allow all homes to be within walking distance.
PR-1.5 Acreage Standard. We strive to provide 5 acres of parkland (public and private) per 1,000 residents.	The SP provides for park land, park improvements and/or park fees or a combination thereof in order to meet and comply with City park standards.
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 SP will provide a minimum of 2 acres of developed private park space per 1,000 residents.



<p>PR-1.9 Phased Development. We require parks be built in new communities before a significant proportion of residents move in.</p>	<p>Development within the SP 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.</p>
<p>PR-1.11 Environmental Function of Parks. We require new parks to meet environmental management objectives.</p>	<p>The SP 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.</p>
<p>PR-1.12 Trails. We promote connections between parks and local trails including those managed by other public agencies.</p>	<p>Multipurpose trails are provided within the SP area. These trails connect with the trails located on the City's Multipurpose Trails and Bikeway Corridor Plan and provides points of connection to parks, residential neighborhoods, schools and the neighborhood commercial area.</p>
<p>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.</p>	<p>The SP 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.</p>
<p><i>Environmental Resources Element</i></p>	
<p>GOAL ER-1: A RELIABLE AND COST EFFECTIVE SYSTEM THAT PERMITS THE CITY TO MANAGE ITS DIVERSE WATER RESOURCES AND NEEDS.</p>	
<p>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>	<p>All SP development will meet CALgreen low flow fixture requirements. All irrigation systems will be designed per AB 325 guidelines and/or the City of Ontario's Water Conservation Ordinance.</p>
<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 SP development will comply with all applicable regulations in regards to protecting water quality.</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>SP development shall be designed to detain, filter and treat surface runoff, in a manner and combination which is practical, to comply with the most recent requirements of the San Bernardino County NPDES Stormwater Program's Water Quality Management (WQMP) for significant new development projects. Low impact development strategies will be implemented as part of source control best management practices.</p>
<p>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.</p>	<p>The project is obligated to control urban run-off, consistent with Regional Water Quality Control Board regulations as part of the regional NPDES Permit.</p>
<p>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.</p>	<p>The project is obligated to comply with wastewater discharge and collection requirements adopted by the Regional Water Quality Control Board.</p>



GOAL ER-3: COST-EFFECTIVE AND RELIABLE ENERGY SYSTEM SUSTAINED THROUGH A COMBINATION OF LOW IMPACT BUILDING, 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.	All development within the SP will meet California's stringent CALgreen and Energy Codes.
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.	The SP contains a broad mix of land uses, density, trails and proximity to planned transit as identified in the best practices of several rating systems.
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.	All development within the SP will meet California's stringent CALgreen and Energy Codes.
ER-3.6 Generation- Renewable Sources. We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.	All development within the SP will meet California's stringent Energy Codes.

GOAL ER-4: IMPROVED INDOOR AND OUTDOOR AIR QUALITY AND REDUCED LOCALLY GENERATED POLLUTANT EMISSIONS.

ER4-4 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.	SP development will be required to comply with all State laws in regards to indoor air quality.
ER-4.6 Particulate Matter. We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.	SP development will be required to comply with all State laws in regards to particulate matter as it relates to the SP projects.

GOAL ER5: PROTECTED HIGH VALUE HABITAT AND FARMING AND MINERAL RESOURCE EXTRACTION ACTIVITIES THAT ARE COMPATIBLE WITH ADJACENT DEVELOPMENT.

ER5-2 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.
ER5-3 Right to Farm. We support the right of existing farms to continue their operations within the Ontario Ranch.	N/A, this refers to a City function.
ER5-4 Transition of Farms. We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.	N/A, this refers to a City function.



<i>Community Economics Element</i>	
GOAL CE-1: A COMPLETE COMMUNITY THAT PROVIDES FOR ALL INCOMES AND STAGES OF LIFE.	
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.	The SP promotes a variety of housing product types, both attached and detached. Having diversity enables a wider range of residents to live in Ontario Ranch. Bringing more residents will help support and attract local business.
CE-1.7 Retail Goods and Services. We seek to ensure a mix of retail businesses that provide the full continuum of goods and services for the community.	The SP contains an approximately 12.1-acre neighborhood commercial site to provide goods and services to the community as well as surrounding areas.
CE-1.12 Circulation. We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles. (Link to Mobility Public Transit)	The SP multipurpose trails throughout the community. A bus turnout is provided on Merrill Avenue.
GOAL CE-2: A CITY OF DISTINCTIVE NEIGHBORHOODS, DISTRICTS, AND CORRIDORS, WHERE PEOPLE CHOOSE TO BE.	
CE-2.1 Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community. (Link to Community Design Element)	The SP sets forth criteria for creating high-quality places.
CE-2.4 Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.	The SP provides a framework for high quality architecture and urban design.
CE-2.5 Private Maintenance. We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.	Maintenance will be ensured by the HOA.
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.	A Community Facilities District (CFD) may be established in conjunction with the Master Homeowners Association to maintain the public realm at the Avenue.
<i>Safety Element</i>	
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.	
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.	All habitable buildings within the SP will be required to meet the California Building Code.



<p>S-1.2 Entitlement and Permitting Process. We follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.</p>	<p>The SP will be compliant with all state mandated requirements for geotechnical and geological studies.</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 streetscapes, sites, open space and buildings. (Link to Community Design Element)</p>	<p>All development within the SP incorporates fire prevention considerations in the design of streetscapes, sites, open spaces and buildings and will be verified for compliance during the review process.</p>
<p>GOAL S-4: AN ENVIRONMENT WHERE NOISE DOES NOT ADVERSELY AFFECT THE PUBLIC'S HEALTH, SAFETY, AND WELFARE.</p>	
<p>S-4.1: Noise Mitigation. We utilize the City's Noise Ordinance, building codes, and subdivision and development codes to mitigate noise impacts.</p>	<p>The SP will be compliant with results of noise studies and mitigation measures.</p>
<p>GOAL S-5: REDUCED RISK OF INJURY, PROPERTY DAMAGE AND ECONOMIC LOSS RESULTING FROM WINDSTORMS AND WIND- RELATED HAZARDS.</p>	
<p>S-5.1 Dust Control Measures. We require the implementation of Best Management Practices for dust control at all excavation and grading project.</p>	<p>Construction within the Specific Plan will comply with all mitigation measures identified in the project EIR with regard to dust control.</p>
<p>GOAL S-6: REDUCED POTENTIAL FOR HAZARDOUS MATERIALS EXPOSURE AND CONTAMINATION.</p>	
<p>S-6.9 Remediation of Methane. We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.</p>	<p>The project will comply with all mitigation measures identified as part of the venting to address the potential existence of methane gases within the project.</p>
<p>GOAL S-7: NEIGHBORHOODS AND COMMERCIAL AND INDUSTRIAL DISTRICTS THAT ARE KEPT SAFE THROUGH A MULTI-FACETED APPROACH OF PREVENTION, SUPPRESSION, COMMUNITY INVOLVEMENT AND A SYSTEM OF CONTINUOUS MONITORING.</p>	
<p>S-7.4 Crime Prevention through Environmental Design (CPTED). We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces and buildings.</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 Police Department which may require the development to incorporate CPTED in the design of streetscapes, sites, open spaces and buildings.</p>



<i>Mobility Element</i>	
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> <ol style="list-style-type: none"> 1. Comply with federal, state and local design and safety standards. 2. Meet the needs of multiple transportation modes and users. 3. Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; 4. Be maintained in accordance with best practices. 5. Be compatible with the streetscape and surrounding land uses; and 6. Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies. <p>(Link to Community Design Element Policies CD-2.5, CD-2.6, CD-2.16, CD-3.3)</p>	<p>The SP is consistent with the requirements of the City’s Functional Roadway Classification Plan. The City will maintain arterial streets and curb-to-curb internal streets through the creation of an Community Facilities District. Parkway improvements within the ROW along interior streets and alleys shall be maintained by an HOA.</p>
<p>M-1.2: Mitigation of Impacts. We require development to mitigate its traffic impacts.</p>	<p>Development within the SP will implement all traffic mitigation measures, standard conditions and project design features identified in the project EIR.</p>
GOAL M-2: A SYSTEM OF TRAILS AND CORRIDORS THAT FACILITATE AND ENCOURAGE BICYCLING AND WALKING.	
<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>(Link to Community Design Policy CD-3.3)</p>	<p>Pedestrian walkways, as shown in the roadway plans and sections, exist throughout the SP area promoting safe and convenient travel between destination points.</p>
GOAL M-3: A PUBLIC TRANSIT SYSTEM THAT IS A VIABLE ALTERNATIVE TO AUTOMOBILE TRAVEL AND MEETS THE BASIC TRANSPORTATION NEEDS OF THE TRANSIT DEPENDENT.	
<p>M-3.2 Alternative Transit Facilities at New Development. We require new development to provide transit facilities, such as bus shelters, transit bays and turnouts, as necessary.</p>	<p>A bus turnout on Merril Avenue is being developed.</p>
<i>Community Design Element</i>	
GOAL CD-1: A DYNAMIC, PROGRESSIVE CITY CONTAINING DISTINCT NEIGHBORHOODS AND COMMERCIAL DISTRICTS THAT FOSTER A POSITIVE SENSE OF IDENTITY AND BELONGING AMONG RESIDENTS, VISITORS, AND BUSINESSES.	
<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 are designed to feature views of the San Gabriel Mountains and comply with City standards for these streets.</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>CD-2.1: Quality Building Design and Architecture. We encourage all development projects to convey visual interest and character through:</p> <ol style="list-style-type: none"> 1. Building volume, massing, and height to provide appropriate scale and proportion; 2. A true architectural style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and 3. Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style. 	<p>The Design Guidelines set forth a clear and cohesive design theme by providing design criteria for architecture, landscaping, and walls and fences.</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> <ol style="list-style-type: none"> 1. A pattern of smaller, walkable blocks that promote access, activity, safety and access to nearby amenities and services; 2. Varied parcel sizes and lot configurations to accommodate a diversity of housing types; 3. Traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows; 4. 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 5. Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users. 	<p>The Design Guidelines provide for distinct residential neighborhoods that are functional, have a sense of community, emphasize livability and social interaction, and are uniquely identifiable places.</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 Circulation Plan is designed to accommodate pedestrians, bicycles and autos.</p>



<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> <ol style="list-style-type: none"> 1. Local street patterns that provide access between subdivisions and within neighborhoods and discourage through traffic; 2. 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 3. 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>The Circulation Plan is designed for connectivity that unifies 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>All buildings will meet or exceed California’s stringent CALgreen and California Energy Codes reducing energy demand.</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>The SP encourages “eyes on the street” for neighborhood safety and security.</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 SP landscape enhances the aesthetics of structures, created and defines public and private spaces and provides shade. Landscape planting will be in accordance with the City’s landscape ordinance and CALGreen.</p>



<p>CD-2.10 Parking Areas. We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include:</p> <ol style="list-style-type: none"> 1. Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field. 2. Structured parking: facade articulation, screening, appropriate lighting, and landscaping. 3. Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces. 	<p>Garages and parking lots are a relevant and focused on element of site design. Single family homes will be designed appropriate to product, they will be placed on alleys or drive courts if feasible to layout or along local private streets if a more conventional design. Bringing architecture forward to minimize garage visual impact is encouraged.</p>
<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>The SP contains guidelines for neighborhood entries and monumentation.</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 SP contains guidelines for neighborhood entries and monumentation.</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>GOAL CD-5: A SUSTAINED LEVEL OF MAINTENANCE AND IMPROVEMENT OF PROPERTIES, BUILDINGS AND INFRASTRUCTURE THAT PROTECTS THE PROPERTY VALUES AND ENCOURAGES PUBLIC AND PRIVATE INVESTMENTS.</p>	
<p>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.</p>	<p>A master Home Owner Association (HOA) will be established to maintain common areas and other areas as shown in the Maintenance Responsibility Matrix.</p>
<p>CD-5.2 Maintenance of Infrastructure. We require the continual maintenance of infrastructure.</p>	<p>The HOA will maintain infrastructure elements as shown in the Maintenance Responsibility Matrix and in accordance with City rules and regulations.</p>

