

SECTION 1 INTRODUCTION

The Rich-Haven Specific Plan applies to approximately 512.1 gross acres of land in the southern portion of the City of Ontario, within the Ontario Ranch (NMC). The Rich-Haven Specific Plan must be consistent with the planning guidelines of the City's The Ontario Plan ("TOP"), adopted by the City of Ontario in 2010.

The Ontario Plan establishes the direction and vision for the City of Ontario, providing a single guidance system that will shape the Ontario community for the future. The Plan provides for policies to accommodate change over 30-year period. The Ontario Plan consists of a six-part Component Framework: 1) Vision, 2) Governance Manual, 3) Policy Plan, 4) City Council Priorities, 5) Implementation, and 6) Tracking and Feedback.

The Rich-Haven Specific Plan defines a development that can be financed, marketed, and absorbed within a reasonable time frame. At 512.1 gross acres, Rich-Haven will be developed as a cohesive community, incorporating a series of well-integrated neighborhoods, including residential, regional commercial, and community facility land uses. Upon adoption, the Rich-Haven Specific Plan will be implemented through the development standards, design guidelines, and land use plan contained within this document. Development within the Rich-Haven Specific Plan area that is consistent with this Plan and the City's TOP will not require subsequent specific plans or environmental review, as the planning requirements for consistent development will have already been satisfied.

The Rich-Haven Specific Plan is a regulatory document prepared pursuant to California Government Code, Title 7, Division 1, Chapter 3, Article 8, and Sections 65450 through 65457, and serves as the regulating zoning document for the property within the Specific Plan area.

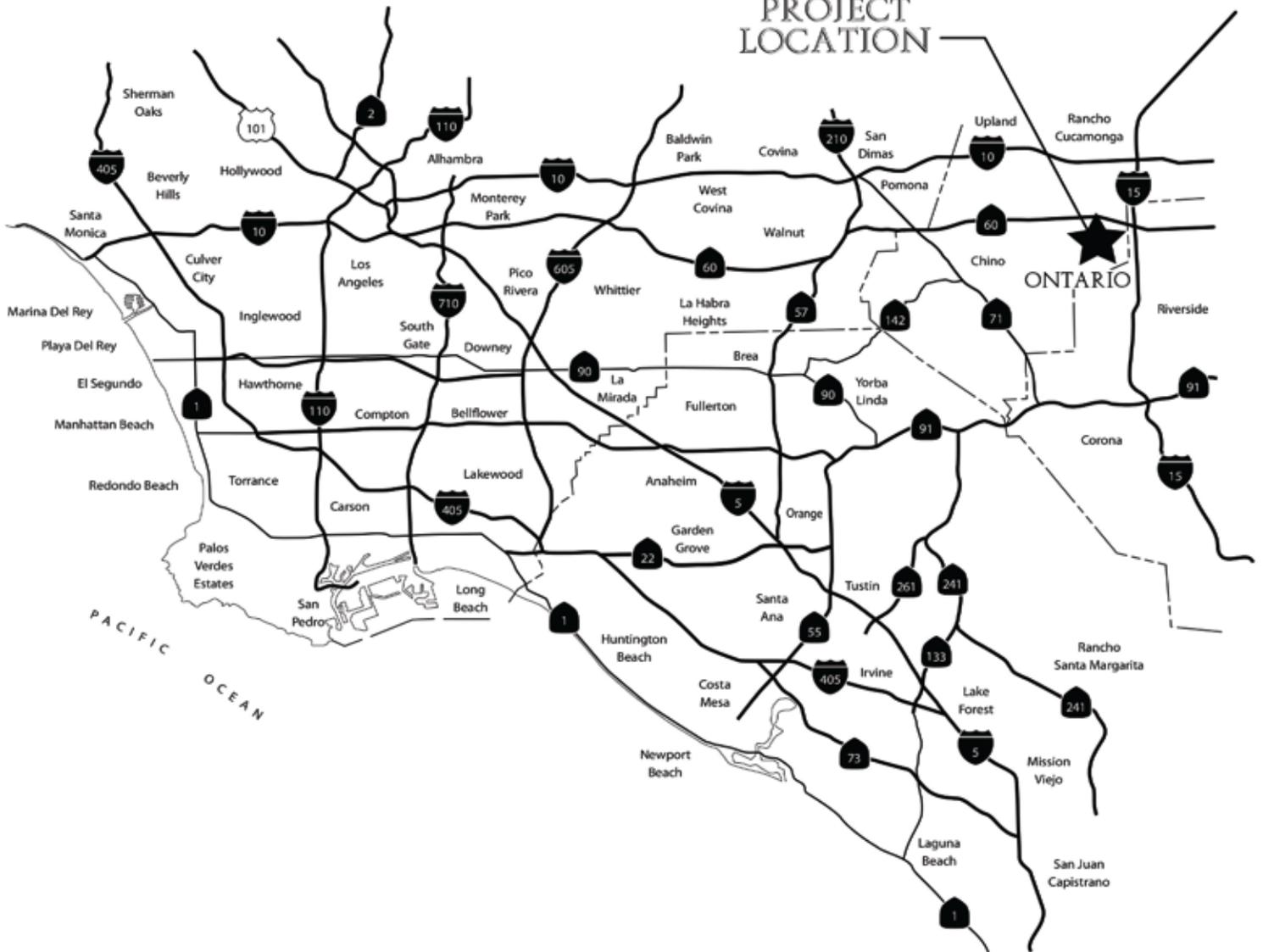
1.1 LOCATION AND SETTING

The Rich-Haven Specific Plan is located in southwestern San Bernardino County, within the City of Ontario. The City of Ontario is located approximately 40 miles east of downtown Los Angeles, 20 miles west of San Bernardino, and 30 miles northeast of Orange County. The project site is located west of Interstate 15 (I-15), and south of State Route 60 (SR-60), within the 8,200-acre Ontario Ranch.

The project site is bounded to the north by Riverside Drive and the property line for Colony High School. Haven Avenue bounds the project to the west. The Edison Company substation, and dirt roads that extend through agricultural fields north of Ontario Ranch Road, form the eastern boundary. That portion of the project south of Ontario Ranch Road is bounded by Hamner Avenue to the east and the Esperanza Specific Plan to the south. See Figure 1-1, *Regional Map*, and Figure 1-2, *Local Map*.

The Rich-Haven Specific Plan area contains portions of the City's TOP designated for low-density residential uses, and areas designated by that document as a major regional commercial center.

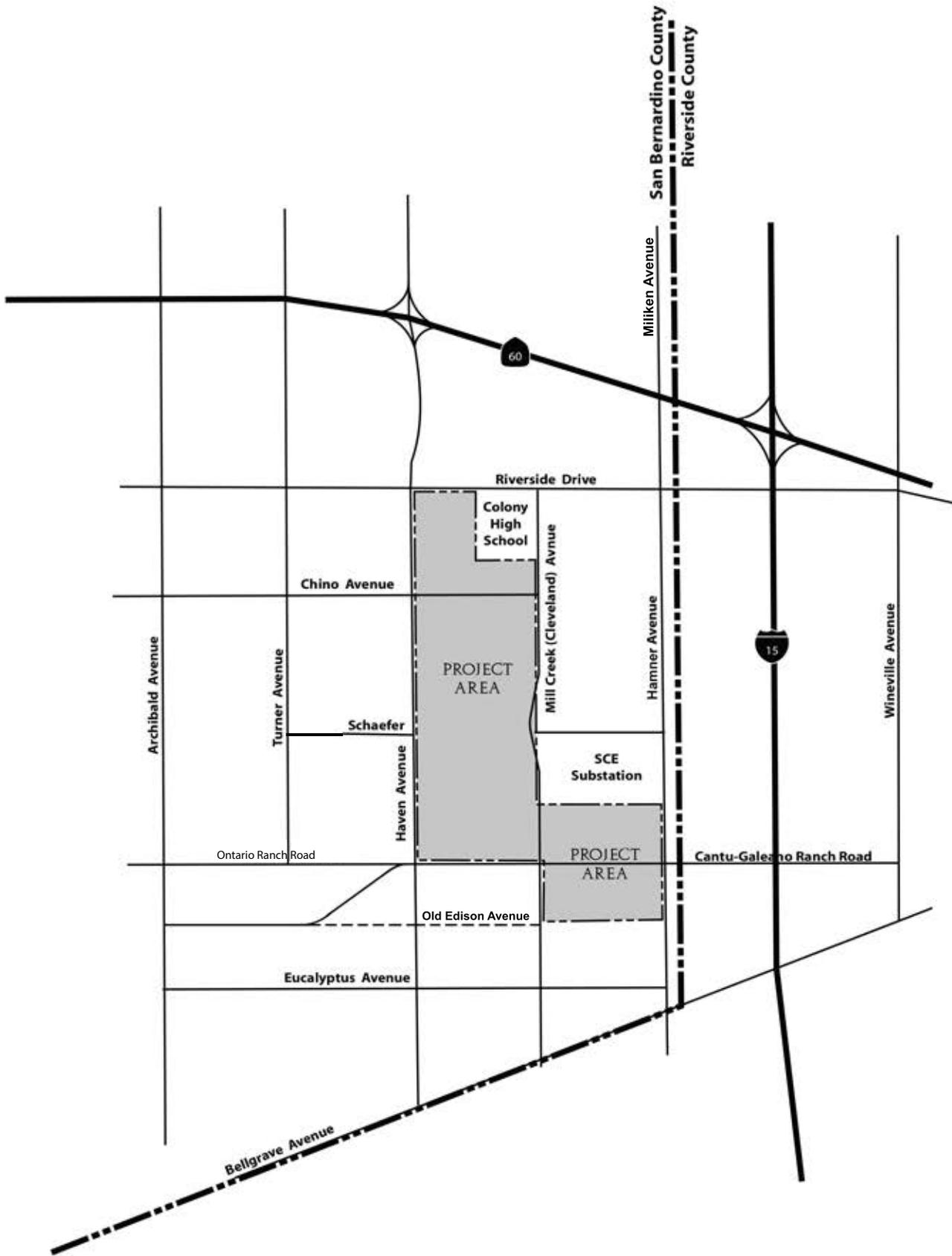
PROJECT LOCATION



 NOT TO SCALE

RICH-HAVEN SPECIFIC PLAN REGIONAL MAP

FIGURE 1-1



 NOT TO SCALE

RICH-HAVEN SPECIFIC PLAN
 LOCAL VICINITY MAP

FIGURE 1-9

1.2 SPECIFIC PLAN PURPOSE AND OBJECTIVES

The Rich Haven Plan serves to implement the City's TOP Policy Plan (General Plan) for the project site and provides zoning regulations for the development of the project site by establishing permitted land uses, development standards, infrastructure requirements, and implementation requirements for development. The Rich-Haven Specific Plan includes the potential development of up to 4,866 dwelling units and maximum 1,039,200 square feet of commercial/office uses.

The City's TOP overall vision for the Ontario Ranch is to create a self-sustaining place of diversity, extending into Ontario's existing fabric of development. The City's TOP also envisions each neighborhood and commercial center within the Ontario Ranch as a place uniquely identifiable for its residents, employees, and visitors, united through an area-wide network of greenways, trails, open spaces, amenities, and infrastructure.

The Rich-Haven Specific Plan provides the specific regulations necessary to meet and enhance the City's TOP's vision and goals. To do so, the Rich-Haven Specific Plan establishes its own vision, objectives, and policies, and provides regulations and standards pertaining to the density, permitted, conditional, and prohibited uses, implementation, and design of Rich-Haven.

The vision for Rich-Haven is to *"create a vibrant community with a mixture of uses all connected through a series of trails providing opportunities for people to live, work and play."* In order to actualize this vision, a series of objectives are provided to augment the NMC-wide objectives and policies identified within the City's TOP. These objectives and policies are as follows:

Liveable Neighborhood Development

- ❖ Incorporate Traditional Neighborhood Design guiding principles during the design phase to provide for opportunities to achieve the project's vision statement, including:
 - **Central Focus.** To create a community with a central focus that combines commercial, civic, cultural, and recreational uses.
 - **Connections.** To provide a series of sidewalks and trails connecting community parks, civic uses, mixed-use and transit stops designed to be pedestrian friendly to avoid unnecessary automobile trips.
 - **Traditional Street Network.** To design a hierarchy of streets connected in a grid network with a variety of routes for pedestrians and vehicles, as well as creating a visually favorable and comfortable environment for pedestrians and bicyclists.
 - **Main Street Environment.** To design commercial/retail areas to a human scale with storefronts oriented to the street providing a "Main Street" atmosphere for strolling and shopping, all within walking distance from most homes.
 - **Public Spaces.** To create plazas, parks, and community gathering places placed within centralized areas providing synergy between adjacent land uses.

- **Identifiable Neighborhoods.** To design neighborhoods around a discernable center, which may include a small park, square, school or mixed-use center, within a five-minute walking distance.
- **Mix of Housing.** To provide neighborhoods with a range of household types: a variety of single-family detached homes, attached units for young families, and live/work units for small at-home businesses.
- ❖ Design a mixed-use environment to ensure compatible uses that are cohesive and integrate a diversity of residential neighborhoods, with a range of commercial uses, and supporting open spaces.
- ❖ Utilize transportation, utility, and greenways/open space networks to establish clear edges and boundaries.
- ❖ Accommodate residential, commercial, open space, public, and other uses in accordance with the generalized distribution of uses depicted within the City’s TOP Land Use Plan.
- ❖ Implement elements that will ensure walkability throughout the Project Area to discourage automobile dependency and encourage walking, biking, and other forms of transportation. This is achieved through the incorporation of subarea greenways and pedestrian connections and through sensitive site design of mixed-use development.
- ❖ Implement technological advances within residential communities, including internet access, to allow residents to shop and work from home and to decrease reliance on automobiles.
- ❖ Provide opportunity for at least one major public plaza/square as a centerpiece of community activities, including events and celebrations, outdoor performances, community meetings, picnics, farmers markets, and similar functions.
- ❖ Establish a clearly defined “edge” for the City’s TOP area, where appropriate, that avoids the use of walls and creation of a “walled” enclave.
- ❖ Incorporate electrical transmission corridors and similar elements to form “edges” for residential neighborhoods and centers and/or accommodate public greenways/trails/corridors.

Residential District

- ❖ Create a livable community with neighborhoods designed at a human scale and oriented for pedestrian access to mixed-use, educational, and recreational uses.
- ❖ Provide for a range and diversity of housing products (detached single-family, detached and attached condominiums, and townhomes) that respond to a variety of homeownership needs and desires.
- ❖ Design residential projects to complement the character of adjacent neighborhoods.
- ❖ Encourage interaction among residents through the provision of an organized, simple, and “neo-traditional” system of streets, pathways, and entries to allow residents to walk or bike to parks, recreation, and public facilities (including schools).
- ❖ Promote outdoor activity and casual social contact among residents and neighbors by designing neighborhoods around a central park where they can gather.
- ❖ Provide a focal point of activity within each residential planning area that may include a park, school, common area, or public meeting facility.
- ❖ Encourage architectural styles and traditional design elements that reflect the historic and eclectic mixture of architecture, reflective of the greater Ontario area.
- ❖ Increase densities adjacent to commercial centers.
- ❖ Establish clear defined “edges” and “entries” that contribute to the neighborhood identity.
- ❖ Avoid the use of walls to separate residential areas from arterials and other high traffic volume streets by expanded landscape setbacks, frontage roads, and other appropriate techniques.
- ❖ Include clustered multi-family housing within the Residential District, in order to create a diverse range of housing products and opportunities, while still in keeping with the overall low-density residential designation.
- ❖ Locate higher-density residential uses that provide population to support adjacent regional commercial centers.
- ❖ Provide sufficient on-site recreational amenities within higher density developments.
- ❖ Include community oriented uses such as public meeting rooms, plazas and courtyards, and similar uses.
- ❖ Establish visual and physical links among the individual multi-family developments to create a cohesive and continuous corridor.
- ❖ Design building elevations to promote visual interest.
- ❖ Provide linkages between community service facilities, multi-family corridors, and residential neighborhoods.

Regional Commercial/Mixed-Use District

- ❖ Accommodate a diversity of large scale retail, community and neighborhood shopping, office, medical research, entertainment, hotel/motel, dining, housing, cultural, public, and similar uses that will serve the project area and neighboring Planning Areas.
- ❖ Function with a high level of activity and/or employment.
- ❖ Accommodate development of multi-family housing, mixed-use buildings that incorporate housing and retail/office, and live/work facilities.
- ❖ Accommodate single-use buildings and mixed-use structures containing a variety of uses from residential over retail or office-to-office over retail.
- ❖ Encourage traditional, mixed-use design of commercial buildings, by requiring a lower maximum floor area ration (FAR) for single-use buildings, and a higher maximum FAR for mixed-use buildings.
- ❖ Develop plaza areas and other amenities to provide places of social interaction.
- ❖ Include one or more public “squares” to serve as gathering places.
- ❖ Incorporate modulated building volumes, mass, height, and articulated facades to create individual spaces.
- ❖ Site a portion of the buildings on peripheral streets to provide connectivity to adjacent uses.
- ❖ Orient buildings towards the local streets whenever possible to create an urban edge and sense of arrival and place.
- ❖ Include sidewalks of sufficient width to accommodate pedestrian activity and outdoor restaurants, newsstands, and other uses.
- ❖ Create visual interest through the opening of streets and sidewalks/plazas towards building elevations.
- ❖ Incorporate landscaping to enhance the environment.
- ❖ Visually integrate parking structures to continue the intended design character of the district.
- ❖ Incorporate multi-family housing to create a cohesive and continuous corridor.
- ❖ Ensure an appropriate mix of uses (residential and commercial) that are compatible.
- ❖ Encourage pedestrian access and ease of use within the mixed-use area by designing pedestrian and bike paths.
- ❖ Create a “Main Street” environment with buildings designed to a human scale where pedestrian activity is not overwhelmed by automobile traffic.
- ❖ Utilize urban design to create a “Gateway” or portal to the Ontario Ranch.
- ❖ Incorporate transitions and/or buffers between commercial/mixed-use areas and adjacent residential areas.

Circulation

- ❖ Provide a circulation system designed to promote pedestrian activity through a network of off-street pedestrian walkways linking each neighborhood to parks, mixed-use commercial, and residential uses.
- ❖ Design a hierarchy of streets connected in a grid network with a variety of routes for pedestrians and vehicles, creating a visually attractive, enhanced, and comfortable environment for pedestrians and bicyclists.
- ❖ Design streets to incorporate landscaped parkways and pedestrian walkways separated from the street to enhance safety and enjoyment of residents and visitors.
- ❖ Provide opportunities for transit connections and alternative modes of transportation.

Recreation/Trails

- ❖ Provide new recreational opportunities for residents through the development of a series of public and private parks.
- ❖ Provide a series of pedestrian trails connecting community parks, civic uses, mixed-use, and transit stops designed to be pedestrian friendly to avoid unnecessary automobile trips.
- ❖ Incorporate off-street multi-use trails within the Southern California Edison easements.
- ❖ Incorporate a system of on- and off-street bicycle pathways with access from the residences to mixed-use areas.
- ❖ Use landscaping and streetscape materials that are low maintenance in recreation and trail areas.
- ❖ Provide a system of on-street bikeways integrated throughout the project to provide access to schools, parks, and commercial uses.
- ❖ Provide new recreational opportunities for residents through the development of a series of parks ranging in size.

Community Facilities

- ❖ Incorporate existing major utilities into the overall fabric of the community.
- ❖ Provide opportunities for incorporation of community facilities (e.g. schools, fire station) as identified by the various agencies.

1.3 LAND USE PLAN OVERVIEW

The Rich-Haven Specific Plan proposes a land use plan that includes a mixture of uses, and is based on Traditional Neighborhood Design principles and concepts, including pedestrian and bicycle connectivity, a traditional grid street network, and a variety of housing types and architectural styles.

The Specific Plan area is separated into a Residential District encompassing approximately 350.6 gross acres and a Regional Commercial/Mixed-Use District encompassing approximately 160 gross acres. The Residential District is planned to include low-, medium-, and high-density residential units, park and open space areas, a public park and a fire station site. A variety of uses, as identified within Section 5, *Development Regulations* and allowed by the City's TOP, are proposed within the Regional Commercial/Mixed-Use District. Together, the Residential District and the Regional Commercial/Mixed-Use District include a project-wide total of a maximum of 4,918 dwelling units and a maximum of 1,039,200 square feet of commercial uses.

1.3.1 Residential District

The Rich-Haven Residential District includes approximately 271.5 gross acres within Specific Plan Planning Areas 1 through 5. This District provides for a variety of housing types at low and medium densities, and a total of 1,885 dwelling units. In addition to housing, the Residential District also includes approximately 27.1 acres of public parks and 20.0 acres of open space within the Southern California Edison parcel.

Housing units planned within the Residential District are oriented around park and open space amenities, fostering identifiable sub-neighborhoods and enhanced opportunities for people to meet and recreate. Some residential neighborhoods may be gated with private streets. Integrated throughout the Residential District is a series of trails and sidewalk systems providing connectivity and opportunities to utilize alternative modes of transportation to the public park, Regional Commercial/Mixed-Use District, and the greater NMC area.

1.3.2 Regional Commercial/Mixed-Use District

The Regional Commercial/Mixed-Use District includes approximately 240.7 gross acres within Specific Plan Planning Areas 6, 7 and 8. This District is envisioned per the City's TOP as a highly active area with a variety of uses that are responsive to market demands, including commercial, office, residential, medical office, and research, as well as other uses identified in Section 5, *Development Regulations*. In total, a maximum of 3,033 dwelling units and a maximum of 1,039,200 square feet of regional commercial uses are planned within this District. Residential uses shall include both mixed-use, multi-family attached residential as well as stand alone residential neighborhoods, accommodated for through a "Stand Alone Residential Overlay".

To provide developers with the opportunity to respond to changes in the market, the ultimate mix of uses developed within the Regional Commercial/Mixed-Use District is

flexible.

1.4 SPECIFIC PLAN AUTHORITY AND REQUIREMENTS

1.4.1 AUTHORITY

The California Government Code establishes the authority for a legislative body to adopt an ordinance or resolution requiring that a specific plan be prepared. As with General Plans, the Planning Commission must hold a public hearing before the planning agency can recommend the adoption of a specific plan. The City Council may then adopt a specific plan by ordinance.

The Specific Plan is regulatory in nature, and serves as zoning law for the properties involved. Development plans, site plans, and tentative tract and parcel maps must be consistent with both this Rich-Haven Specific Plan and the City of Ontario's TOP. The scope of subjects covered in the Specific Plan is the same as that of the City's TOP to the extent that the subject under consideration involves the Ontario Ranch portion of the City of Ontario.

The Rich-Haven Specific Plan is established through the authority granted to the City of Ontario by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (Specific Plans).

1.4.2 REQUIREMENTS

The California Government Code, Article 8, Sections 65450 et seq., establishes the minimum requirements and review procedures for specific plans, requiring that a specific plan include text and diagrams that specify all of the following in detail:

- ❖ The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- ❖ The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan, and needed to support the land uses described in the plan.
- ❖ Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

- ❖ A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the project.

1.4.3 DEVELOPMENT APPROVAL COMPONENTS

Rich-Haven's development approval process is as follows:

SPECIFIC PLAN – The Rich-Haven Specific Plan is a regulatory document that establishes the zoning, land use designations, densities, and design guidelines for the entire Specific Plan Project Area. The Rich-Haven Specific Plan will implement the City's TOP, as amended by this Specific Plan proposal. The Specific Plan will be considered by the Planning Commission and City Council and will be adopted by Ordinance. Subsequent tract or parcel maps and site development plans must be in compliance with the adopted Specific Plan.

ENVIRONMENTAL IMPACT REPORT – The Rich-Haven Specific Plan is a discretionary project and is subject to the requirements of the California Environmental Quality Act (CEQA). As part of the approval process for the Specific Plan, an Environmental Impact Report must be considered and certified by the City prior to approval of the Specific Plan.

SUBDIVISION MAPS – A series of subdivision maps will be reviewed and approved by the City of Ontario for the residential components of the project area that will include information on lot layout and dimensions, roads, grading, easements, and slope. Subsequent to approval by the City, final maps will be prepared that will become the legal recorded documents that will establish legal parcels. Development in the Regional Commercial/Mixed-Use District of this Specific Plan (Planning Areas 6, 7 and 8) will require approval of parcel and/or condominium maps by the City of Ontario for residential, mixed-use, and commercial plans.

DEVELOPMENT PLAN REVIEW – Development of individual planning areas within the Rich-Haven Specific Plan will be subject to the Development Plan Review according to Article 8 of the City of Ontario's Development Code.

DEVELOPMENT AGREEMENT – Unless done in a coordinated manner and with adequate fiscal planning, development projects within Ontario Ranch are likely to present a challenge in their implementation because of the lack of existing public facilities, including streets, sewer, transportation, drinking water, school, and utility facilities. California law has established a mechanism for ensuring the adequate provision of such facilities, while at the same time providing assurances to applicants that, upon approval of the project, the applicants can proceed with their projects. Approval of this Specific Plan without a development agreement may result in a waste of resources, escalate housing prices for the consumer, and discourage investment in and commitment to comprehensive planning, as envisioned by the City, which seeks to make maximum efficient utilization of resources at the least economic cost to the public.

Therefore, a statutory development agreement, authorized pursuant to California Government Code sections 65864 et seq., shall be required in conjunction with the approval of this Specific Plan. For the abovementioned reasons, the development agreement for this Specific Plan shall include, among other things, 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 segments of the community consistent with the regional housing needs assessment. Such development agreement shall have been fully approved before the issuance of the first building permit for this project.

1.4.4 RELATIONSHIP TO THE ONTARIO PLAN, AIRPORT LAND USE COMPATIBILITY PLANS AND ZONING

On January 26th, 2010, the City of Ontario adopted The Ontario Plan (TOP) which serves as the City's new business plan and includes a long term Vision and a principle based Policy Plan (General Plan).

The City's Policy Plan, which acts as the City's General Plan, designates the project site for development as follows:

- Low Density Residential (2.1 –5.0 dwelling units per acre)
- Low Medium Residential (5.1 – 11.0 dwelling units per acre)
- Medium Density Residential (11.1-25.0 dwelling units per acre)
- Mixed Use
- Open Space - Parkland.
- Open Space – Non-Recreation

The Policy Plan (General Plan) establishes a development capacity of 4,371 dwelling units and 2,359,098 square feet of commercial\office uses for the project site. The Policy Plan Residential Capacity is further broken down as follows:

Gross Acres	TOP Land Use Designation	Maximum Permitted Dwelling Units
110.6	Low Density Residential	497
33.1	Low Medium Density Residential	297
80.6	Medium Density Residential	1,773
72.21	Mixed Use (Residential)	1,804
27	Open Space Parkland	
20	Open Space Non-Recreation	
Total: 343.51		4,371*

*Densities do not reflect maximum allowable densities by the Policy Plan and are based on TOP EIR densities (average) of 4.5 du/ac for Low Density, 9 du/ac for Low Medium Density, and 22 du/ac for Medium Density. Mixed use residential is based on a density of 25 du/ac.

Gross Acres	TOP Land Use Designation	Maximum Square Footage of Commercial Uses
168.49	Mixed Use Commercial/Office	2,359,098*

*Commercial\office square footage do not reflect the maximum allowable commercial\office square footage by the Policy Plan and are based on TOP EIR assumptions of 0.35 FAR for Office uses and 0.30 FAR for Retail uses.

THE RICH-HAVEN SPECIFIC PLAN IS LOCATED WITHIN THE AIRPORT INFLUENCE AREA (AIA) OF THE ONTARIO INTERNATIONAL AIRPORT AND CHINO AIRPORT AND REQUIRED TO BE CONSISTENT WITH BOTH AIRPORT LAND USE COMPATIBILITY PLANS.

1.4.5 CEQA COMPLIANCE

An Environmental Impact Report (EIR) has been prepared for the project to analyze significant environmental impacts of the project, discuss feasible alternatives, and recommend feasible mitigation measures in compliance with the provisions of the California Environmental Quality Act (CEQA). This EIR has analyzed the entire Rich-Haven Specific Plan area and addresses potential impacts associated with development of the Specific Plan area. The EIR includes recommended mitigation measures and will analyze implementing actions for development. The EIR has been prepared to fulfill the requirements for environmental documentation for most subsequent discretionary and ministerial applications for development within the Rich-Haven Specific Plan.

1.5 SPECIFIC PLAN ORGANIZATION

The Rich-Haven Specific Plan is organized into the following sections:

INTRODUCTION – This section includes an overview of the Specific Plan, an overview of the Development Plan, identifies the Specific Plan’s authority and requirements, and also includes a glossary of terms.

EXISTING CONDITIONS – Provides the location of the property, the surrounding land uses, and discusses environmental opportunities and constraints of the site.

LAND USE – Contains the overall design concepts that define the community as well as the neighborhoods.

INFRASTRUCTURE AND SERVICES – Establishes circulation improvements, identifies development criteria for the community facilities, and provides master planned and conceptual infrastructure requirements for water, wastewater, storm drainage, and dry utilities in the Specific Plan Area.

DEVELOPMENT REGULATIONS – Sets forth the land use designations and regulations and describes the development plan of the Specific Plan area for residential and commercial uses.

DESIGN GUIDELINES – Sets forth the Design Programs and provides requirements for development, including landscaping and signage.

ADMINISTRATION AND IMPLEMENTATION – Sets forth administrative procedures for implementing the mixed-use implementation mechanisms, modification, and procedures for amending the Specific Plan, and establishes the implementation, phasing, financing, improvement responsibilities, and subsequent Design Review submittal requirements.

THE ONTARIO PLAN CONSISTENCY – Includes the City of Ontario Sphere of Influence General Plan Policy Matrix describing the relationship of the Rich-Haven Specific Plan to the policy requirements of the City’s TOP.

1.6 GLOSSARY OF TERMS

The meaning and constructions of words, phrases, title, and terms shall be the same as provided in the City of Ontario Development Code, Article 2, "Definitions," unless otherwise provided herein.

Ancillary use: A use which is incidental or supplementary to a primary permitted use.

Area, gross: A unit of land measure, including easements, existing and future rights-of-way and other future dedications.

Area, net: A unit of land measure, not including the area within the established rights-of-way of a public or private street, or any other area dedicated or required to be dedicated in the future for a public use.

Conditional Use Permit (CUP): A zoning instrument used primarily to review the location, site development, or operation of certain land uses. A conditional use permit is granted at the discretion of the Planning Commission or Zoning Administrator and is not the automatic right of the applicant or landowner.

Daily Vehicle Trips: The number of vehicle trips per a specific use during an average day.

Development Advisory Board (DAB): A board in the City as established by the City Council charged with the responsibility for the review and approval of development plans.

Dwelling unit, single family: An attached or detached building not to contain more than one kitchen and which, regardless of the form of ownership, is not designed to accommodate more than one household.

Dwelling unit, multi-family: One or more rooms designed, occupied, or intended for occupancy as separate living quarters, with cooking, sleeping, and sanitary facilities provided within the same unit for the exclusive use of the household.

Floor area ratio (FAR): The total building square footage on a given lot, divided by the lot area of the same lot. Building square footage includes all structures on the lot, including accessory structures.

Height, building: The vertical dimension of a building or any other structure, measured from the highest point of the roof to adjacent grade within five feet of the building immediately below the point of measurement, not including chimneys, antennas, elevators, or other appurtenant structures.

Home occupation: An occupation conducted by the occupant of a dwelling as a secondary use in which there is no display, no stock-in-trade, no commodity sold on the premises, no person

employed other than residents of the dwelling, and no mechanical equipment used except for that necessary for housekeeping purposes.

Lane: A public or private way permanently reserved as a secondary means of access to abutting property.

Live/Work: A dwelling unit that acts as both a residence and a place of commercial activity, where the residential use is the primary use, and the commercial activity is the secondary use.

Mixed use: Horizontal mixed use includes a variety of uses adjacent to each other from commercial to office, etc. Vertical mixed use includes a mixture of uses vertically stacked on one parcel or building from office over commercial to residential over commercial.

Open space: Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated, or reserved for public or private use.

Setback, front yard: The horizontal distance between the front property line and a line parallel thereto at the nearest point of a structure on the site.

Setback, rear yard: The horizontal distance between the nearest part of a main building and the nearest point of the rear property line.

Setback, side yard: The horizontal distance between the side property line and a line parallel thereto at the nearest point of a structure on the site.

Street, arterial: A street with signals at important intersections and stop signs on the side streets, that collects and distributes traffic to and from other arterial streets, and moves regional traffic.

Street, collector: A street that collects traffic from local streets and connects with arterial streets. Collector streets may be signalized under certain conditions.

Street, local: A street designed to provide vehicular access to abutting property.

Trip Allocation: The number of average daily trips for individual planning areas.

Trip Budget: The total average daily vehicular trips generated by use located within the project.

Use: The purposes for which a site or a structure is arranged, designed, intended, constructed, or erected.