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Walnut Village Specific Plan



ATTACHMENT NO. 6



Fontana Walnut Village

Specific Plan





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Chapter One

Executive Summary



Chapter 1.0 Executive Summary

1.1 Introduction

The Walnut Village Specific Plan is a policy and regulatory document that will help guide revitalization and promote new growth in the Walnut Village area. The Specific Plan encourages higher density residential development to support the City's future housing growth needs, supported by locally serving commercial office and retail uses.

The Specific Plan area encompasses approximately 342 acres and includes a number of large, vacant parcels adjacent to established single family residential development. The Plan provides for the implementation of the Fontana General Plan land use policies.

The Walnut Village Specific Plan establishes a land use policy framework will guide future development by establishing land use and development regulations, incentives, and expectations for quality design. The Specific plan's intent is to establish a high quality multi-modal, mixed-use environment that will be compatible with existing development.

1.2 Specific Plan Purpose

The Walnut Village Specific Plan is a land use regulatory document that provides design and development guidance to future project applicants. The Walnut Village Specific Plan establishes land use regulations, permitted uses, design guidelines public improvements and permitting procedures. Comprehensive design guidelines and development standards and regulations guide and regulate land uses, site planning, landscape, and architectural character within the Specific Plan area to establish expectation of design quality. The Walnut Village Specific Plan was initially adopted in 1983. The adopted Specific Plan has been amended numerous times since its original adoption.

This Specific Plan aims to promote new development, while promoting compatibility and consistency with the existing built environment.

1.3 Goals of the Specific Plan

The following goals for the Walnut Village Specific Plan in response to community input and focused discussions with stakeholders and provide consistency with the policies in the Fontana General Plan.

Key goals of the Walnut Village Specific Plan include:

- Establish a high quality of life and economic prosperity.
- Encourage a compact, walkable, mixed-use area.
- Establish development standards and design guidelines to promote high level of quality development.
- Establish a mix of uses that complement the existing development pattern.



- Promote more urban densities along key corridors in the Specific Plan.
- Preserve and promote community culture and heritage.
- Enhance connectivity open spaces and recreational facilities.
- Establish a well-balanced community with opportunities for commercial, residential, and open space.
- Maintain compatibility with existing development.

1.4 How to Use This Document

This Specific Plan is adopted by Ordinance of the City Council and will be utilized by all applicants to determine applicable standards, provisions, and design guidance. All the standards and provisions within this Specific Plan shall govern all land use activities upon adoption. The Specific Plan shall be utilized in conjunction with the City of Fontana Municipal and other local state and federal regulations and standards.



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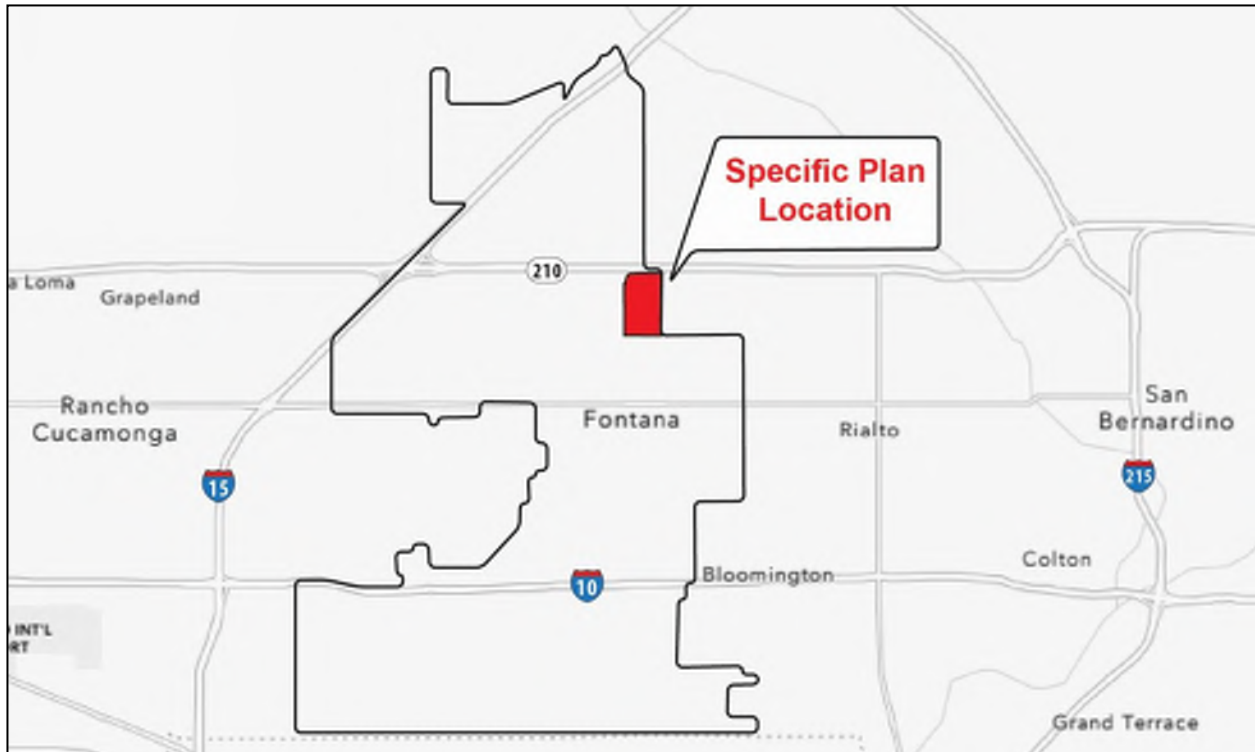
Chapter Two *Project Area Environs*



Chapter 2.0: Project Area Environs

2.1 Regional Context

- The Walnut Village Specific Plan area is located in central northeast



Fontana in southwestern San Bernadino County, as shown in *Exhibit 2-1: Regional Map* below. The Project area is approximately 10 miles from the San Bernadino International Airport and 10 miles from Ontario International Airport. The northern area of Fontana, above the I-15 Highway, consists of mainly mountains. Exhibit: 2-1 Regional Map

2.2 History and Background

Founded in the 1850s, Fontana first was introduced as permanent vineyard settlements encroached on the Native American societies in the San Bernadino Valley in the 1880s to the early 20th century. After the arrival of A.B. Miller, the Fontana Farms' "Partnership of Hens and Oranges" lasted from 1906 to 1942. Kaiser Steel recreated Fontana into a steel town between 1942 and 1983, with the City being incorporated in 1952. Since the 1980s, Fontana would again reform its identity into a suburban city based in the metropolitan region of Southern California.

The history of the Walnut Village Specific Plan stems from the revision of the General Plan in the 1980's and the hope to accommodate for new growth. The Specific Plan was first approved of by the Planning Commission in 1983. This approval stemmed from an unexpected population growth within Fontana. Since the adoption of the 1981 General Plan, the population of Fontana increased 50 percent between the years 1981 to 1987, much faster than what had been estimated. To address the rapid growth, the General Plan was updated, along with a series of specific plans that were aimed to offer comprehensive planning programs to various parts of the City.

Born of the General Plan, the Walnut Village Specific Plan area is located on the northeast portion of the City of Fontana. The Specific Plan area is bounded in the north by Highland Avenue and the 210 Foothill freeway, in the east by Palmetto Avenue, the south by Baseline Avenue, and the west by Sierra Avenue. The area north of the Specific Plan is divided by both Fontana and the City of Rialto. In the Fontana boundary is the Sierra Lakes Specific Plan area. Similar to the goals of Walnut Village, Sierra Lakes provides an innovative mix of complementary land uses. To the right of Walnut Village (Eastbound of Palmetto Avenue) sits Rialto Airport and additional warehouse units.

As of 2023, the Walnut Village Specific Plan is one of 27 Specific Plans in the City. According to the 2035 General Plan the Specific Plan allows for the land uses of Community Commercial (C-C), Residential Planned Community (R-PC), Residential Medium Density (R-M), Public Facilities (P-PF), and Recreational Facilities (P-R), which correlates to the surrounding areas. The area consists of 1,644 dwelling units, 39 acres of commercial land, and 2.5 acres of commercial mixed-use land. Originally, the Walnut Village Specific Plan was to restrict residential developments to single-family dwelling units on lots with a minimum of 7,200 net square feet and dwelling units of 1500 square feet. However, this minimum square footage was met with opposition. Up until the mid-1990's provisions in the Specific Plan were updated addressing minimum square footage, lot coverage and other dwelling unit requirements. By March 1st, 2000, the Walnut Village Specific Plan had undergone 11 amendments and has shifted its focus towards the development of a variety of housing product types, commercial units, and parks. With new growth demands being the result of regional housing planning, there is a lot of identified development potential in the City of Fontana. Thus, due to the large areas of vacant land

in it, Walnut Village has been identified as one of the areas suitable to receive some of that opportunity.

2.3 Project Area Description

The Walnut Village Specific Plan area is located amongst a mixture of single-family, multi-family, general commercial, and open space uses, as shown in *Exhibit 2-2: Walnut Village Specific Plan Area Boundaries* below. The area is also positioned below the 210 freeway. The planning area is bounded:

- To the north by the 210 freeway;
- To the east by the City of Rialto's industrial uses and Palmetto Avenue;
- To the south by residential, open space, and general commercial; and Baseline Avenue; and
- To the west by single-family uses along the Sierra Avenue corridor.



Exhibit 2-2: Walnut Village Specific Plan Area Boundaries

2.4 Existing Land Use

The Walnut Village Specific Plan area has General Plan land use designations of Residential Planned Community (R-PC), Community Commercial (C-C), Recreational Facilities (P-R), Medium Density Residential (R-M), and Public Facilities (P-PF). The following definitions from the Fontana Municipal Code provides the intended use of the largest area designation of Residential Planned Community (R-PC). *Exhibit 2-3: Existing Land Use Designation* shows an overview of both the Specific Plan and its corresponding land use designations.

The adopted Walnut Village Specific Plan describes the following land uses:

Sweet Gum: This section in the southwest corner of the Specific Plan area has been designated single family residential. This land use choice was a direct result of the irregular parcel sizes and ownership patterns. A street pattern was developed to accommodate this development constraint.

Carrotwood: Carrotwood consists of standard single family residential development. With the possibility of being a conventional detached project, this area also enjoys the amenities of the special entryways, greenbelts, parks and unique commercial atmosphere (village center) of the specific plan.

Walnut Grove: This is the low-medium density area of the plan. This area is used as a buffer between the lower density residential and the activity of the higher density residential and commercial center of the plan.

Sycamore- North and South: Medium density residential is provided in Sycamore North and south. These 2 areas of higher density are located at entrance points to the plan, allowing for easy access and the need for less buffering to the rest of the project.

Ironbark: Ironbark consists of medium density residential. It is located at the Walnut entrance of the plan.

Aragon West: Aragon West consists of multifamily residential located at the southwest corner of Mango and South Highland Avenue.

The Corner: The Corner includes land that is designated as a Community Commercial Center. This area provides retail and specialty uses for North Fontana. It is located at Sierra and Highland Avenues and serves the customers generated from the expansion of the Foothill Freeway.

The Plaza: Located northwest of the Walnut Village Traffic Plaza, this area has been set aside to provide convenience commercial which serves the project residents, as well as providing limited job opportunities within the Walnut Village area. The center is reversed in nature with a greenbelt to the street side and landscape parking areas to the rear with

adequate buffering between the center and the adjoining residential uses. Access is provided between these two areas. Signs are restricted to maintain the residential character of the area.

Community Center: The Community Center is located on the southwest side of the Walnut Village Traffic Plaza. This area has been set aside as a mixed-use area. The Community Center is designed to serve the project residents, as well as providing limited job opportunities within the Specific Plan area.

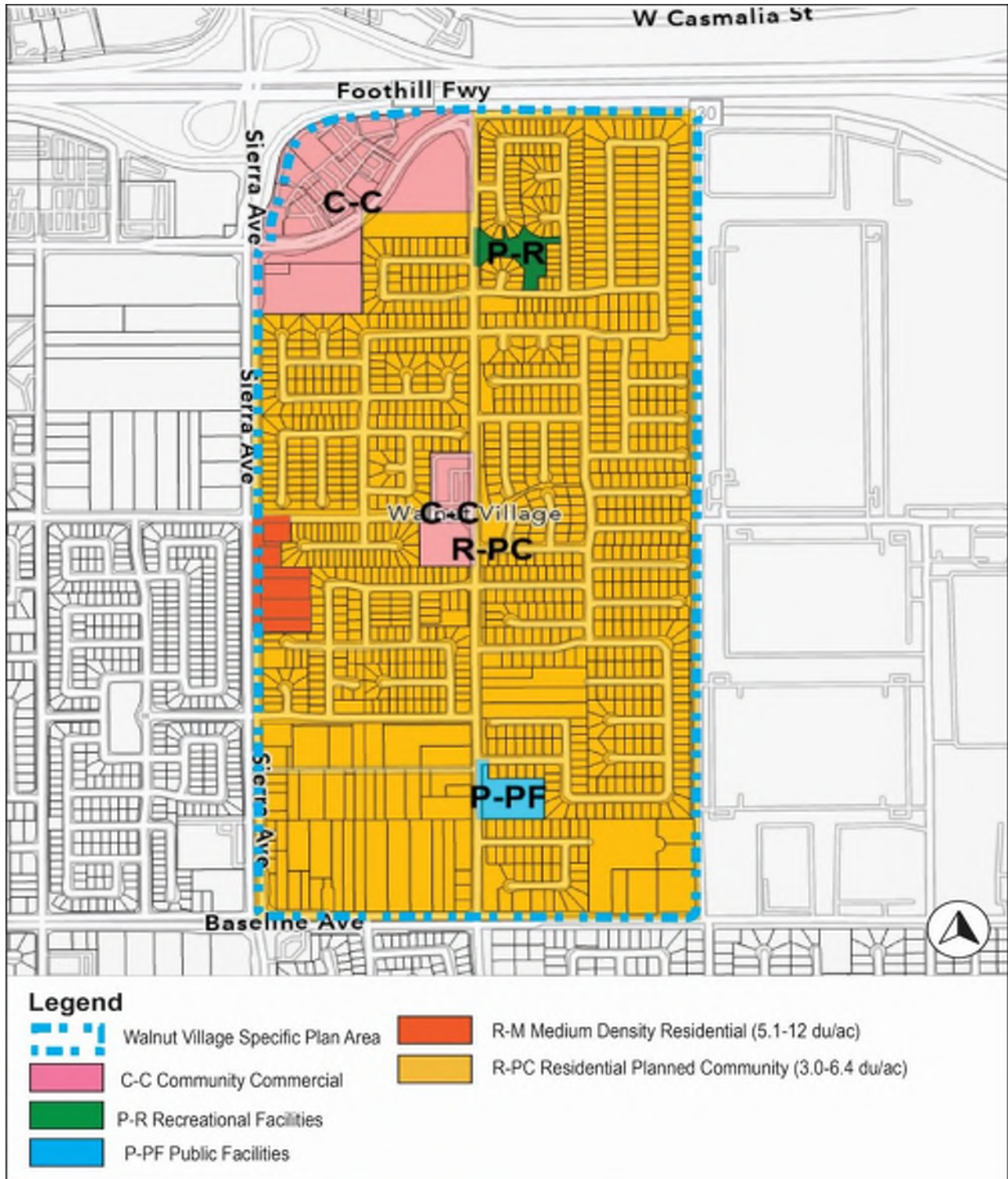


Exhibit 2-3: Existing Land Use

2.5 Existing Circulation, Infrastructure, and Utilities

2.5.1. Roadways

The Specific Plan area is served by several roadways that provide access to and from the planning area. The Community Mobility and Circulation Section of the Specific Plan identifies different roadway classifications for the streets within the city, each with varying sizes, composition, and purposes. *Table 2-1: Planning Area Roadway Classifications* provides a summary of each roadway classification as well as prominent streets within or adjacent to the project area that fall into each classification. Descriptions provided in *Table 2-1* are summaries of adopted policy for General Plan Roadway Classification, as described in the Fontana General Plan.

Table 2-1: Planning Area Roadway Classifications

Classification	Description ¹	Streets within Planning Area
Major Highway	Major highways will have up to 6 lanes in most situations. Where Major Highways cross Freeways it may be necessary to increase capacity to 8 lanes. These streets typically have raised medians or two-way left turn lanes. These facilities can carry high volumes of traffic. The majority of the Major Highway network in the City has already been improved. Sidewalks and bike lanes should be added whenever possible and bus bays should be installed as turnouts. New development should incorporate Complete Street components as outline in the Active Transportation.	<ul style="list-style-type: none"> ▪ Foothill Freeway (Interstate 210) ▪ Baseline Avenue ▪ Sierra Avenue
Primary and Secondary Highway	These roadways will have up to 4 travel lanes. Primary Highways typically connect Major Highways and often have raised medians or two way left turn lanes. Secondary Highways also have up to 4 lanes of travel and are typically used to carry traffic along the perimeters of large developments. Because traffic volumes are not as high as compared to Major Highways, these wide roads are ideal for Complete Street concepts.	<ul style="list-style-type: none"> ▪ South Highland Avenue
Collectors	These roadways can accommodate 2 or 4 lanes of traffic. They are typically used to take traffic from neighborhoods to Primary and Secondary Roads. Collector Roads are also used in industrial areas to funnel trucks from their point of services to the Truck Route Network. Whether connecting residents to Primary Roads or trucks to Truck Routes, collector streets are ideal candidates for Complete Street concepts. Where possible, physical buffers such as landscaped parkways or solid dividers should be used to separate vehicular traffic from bicycles and pedestrians.	<ul style="list-style-type: none"> ▪ Palmetto Avenue ▪ Mango Avenue ▪ Walnut Village Parkway
Local Streets	These are 2 lane roads in large part serving residential neighborhoods. In addition to Complete Street concepts, traffic calming measures should be incorporated whenever possible. Local streets should consider automobile parking curb adjacent with bike lanes striped along the roadside of the parking area.	<ul style="list-style-type: none"> ▪ All other streets in the area
<p>¹ Description of roadway classifications do not include turn lanes that may require further analysis.</p> <p>Source: Fontana General Plan - Community Mobility and Circulation Element</p>		

Exhibit 2-4: Existing Roadways shows the existing roadway structures in and around the planning area. The exhibit also shows the classification for each of the major roadways that provide access to the site and the local internal roadways network.

Primary access to the project site is off South Highland Avenue to the north, Palmetto Avenue to the east, Baseline Avenue to the south, and Sierra Avenue to the west. Mango Avenue is a primary local street that crosses through the site to the north but provides limited access due to the physical barrier created by the I-210 freeway. Walnut Street is a local street that has access into the project site. However, this street does not pass through as the project site is limited by a barrier of cul-de-sacs in the project site. Access to the site is provided by South Highland Avenue, Walnut Street, and Mango Avenue. Mango Avenue is a primary local street within the planning area and bisects the planning area from South Highland Avenue to Baseline Avenue through the project site to the south.



Exhibit 2-4: Existing Roadways

2.5.2. Public Transit

OmniTrans bus lines are currently the only form of public transit in and around the planning area. Three OmniTrans bus lines (10, 67, 82) run adjacent to the Specific Plan area, with no lines running through the area. One of those lines, the 10, runs to the Fontana Metrolink Transit Center from Monday to Friday from 7:00am to 7:00pm. The Fontana Metrolink Transit Center is located directly south of the Specific Plan area near Sierra Avenue. Omnitrans bus lines run adjacent to the Specific Plan area along the following streets:

- OmniTrans Line 10 runs east/west along Baseline Avenue and north up Sierra Avenue;
- OmniTrans Line 67 runs north/south along Sierra Avenue and west along Walnut Street; and;
- OmniTrans Line 82 runs north/south along Sierra Avenue.

Exhibit 2-5: Existing Public Transit, illustrates the existing OmniTrans bus lines and stop locations.



Exhibit 2-5: Existing Public Transit

2.5.3. Bicycle Facilities

Bicycle facilities are located along Sierra Avenue, along the western boundary of the Specific Plan area. On November 14th, 2017, the City of Fontana's City Council adopted its Active Transportation Plan (ATP), which identified the following Planned Bicycle Facility in and around the Specific Plan area:

- Bike Lane (Class II) on Sierra Avenue west of Walnut Village.

Exhibit 2-6: Existing Bicycle Facilities identifies the existing and planned bicycle facilities associated with the Walnut Village Specific Plan area.

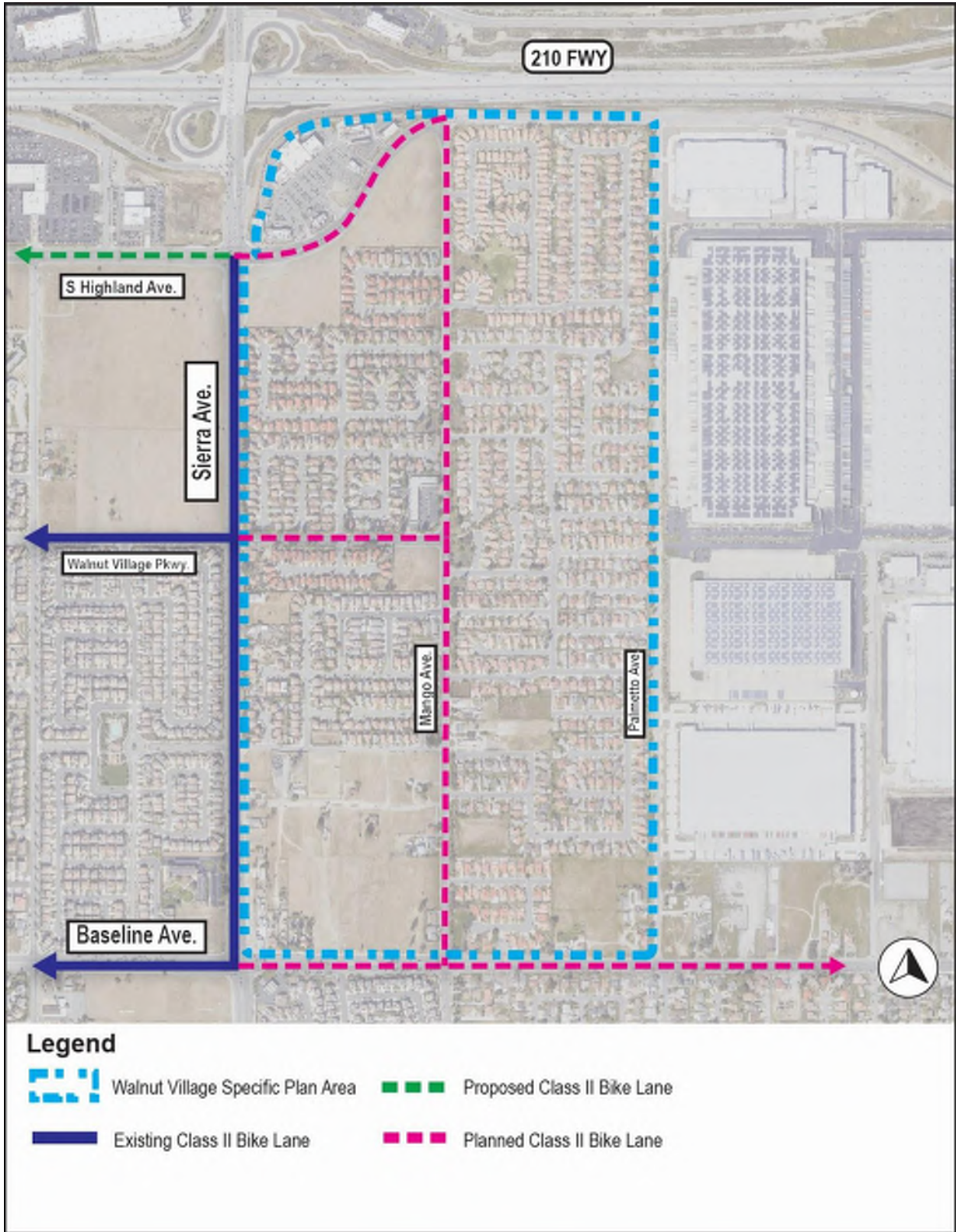


Exhibit 2-6: Existing Bicycle Facilities

2.6 Concurrent Studies and Development Activity

Walnut Village area has several concurrent development projects in the application stages or under construction. The following projects are in various stages of planning or construction:

- **Mango and South Highland Town Homes:** This project is planned to develop 107 new residential community town homes on the northwestern section of the Specific Plan areas. Other amenities included a tot lot and various other open space areas. Majority of the area consists of single-family residential units, with this being one of the first higher density development in the Walnut Village Residential area.
- **Walnut Village Senior Housing:** This project was proposed as a three-story, approximately 93-unit senior citizen dwelling units along with an 8,000 sq. ft. amenity facility building. The building will have activities and resources that will support and enhance the experiences of seniors living in the area.
- **Fontana Garden Senior Apartments:** Gardens at Sierra is part of a four-property senior community aimed to help revitalize downtown Fontana. These units offer seniors, aged 55 years and older, high-quality one- and two-bedroom apartment homes at affordable prices.
- **Sierra Ave 12 Condominiums:** This project was proposed as a 12-unit of 2 story condominium residences with attached 2-car parking garage. The project is proposed to be located in Gateway Residential 4 Sub-District, Sierra Avenue Corridor, off of Sierra Avenue. Other amenities include open space areas, BBQ area, and a private yard.

2.7 Specific Plan Area Opportunities and Constraints

The Specific Plan area is adjacent to the I-210 freeway Baseline Avenue and Sierra Avenue. Two Major Streets classifications connect the area to the east/west and north/south of Fontana, providing a high level of accessibility. In-progress and future development opportunities in the Specific Plan area have the potential to change Walnut Village, as well as the surrounding areas. In the early planning stages for this Specific Plan, on-site (located within the planning area) and environs (located adjacent to the planning area) opportunities were identified and researched to determine their impact on future land uses, circulation, and development of the area, as shown in *Exhibit 2-7: Specific Plan Area Opportunities* below. Those opportunities are organized into the following categories:

Specific Plan Area Opportunities

- Higher-density development opportunities in the northwest, southwest, and southeast areas of the Specific Plan; and

- Commercial developments to support influx of new potential residents.

Specific Plan Environs Opportunities

- Job opportunities at the adjacent logistics centers in Rialto;
- Access to the I-210 Freeway;
- Roadway expansions on adjacent streets; and
- Development opportunities in surrounding areas.

Additionally, constraints and other factors were evaluated for their influence on growth and development activities within the Specific Plan area, as shown in *Exhibit 2-8: Specific Plan Area Constraints below*. Specific Plan area constraints are organized into the following categories:

Specific Plan Area Constraints

- Existing physical barriers to ingress/egress on Palmetto Avenue;
- Predominance of single-family residential character; and
- Irregularly shaped parcels may restrict the development potential or parcel consolidation opportunities.

Specific Plan Environs Constraints

- Lack of existing public transit options; and
- limited access from east of Specific Plan Area.
- Adjacent to logistics center, which may create traffic, noise and other environmental impacts.

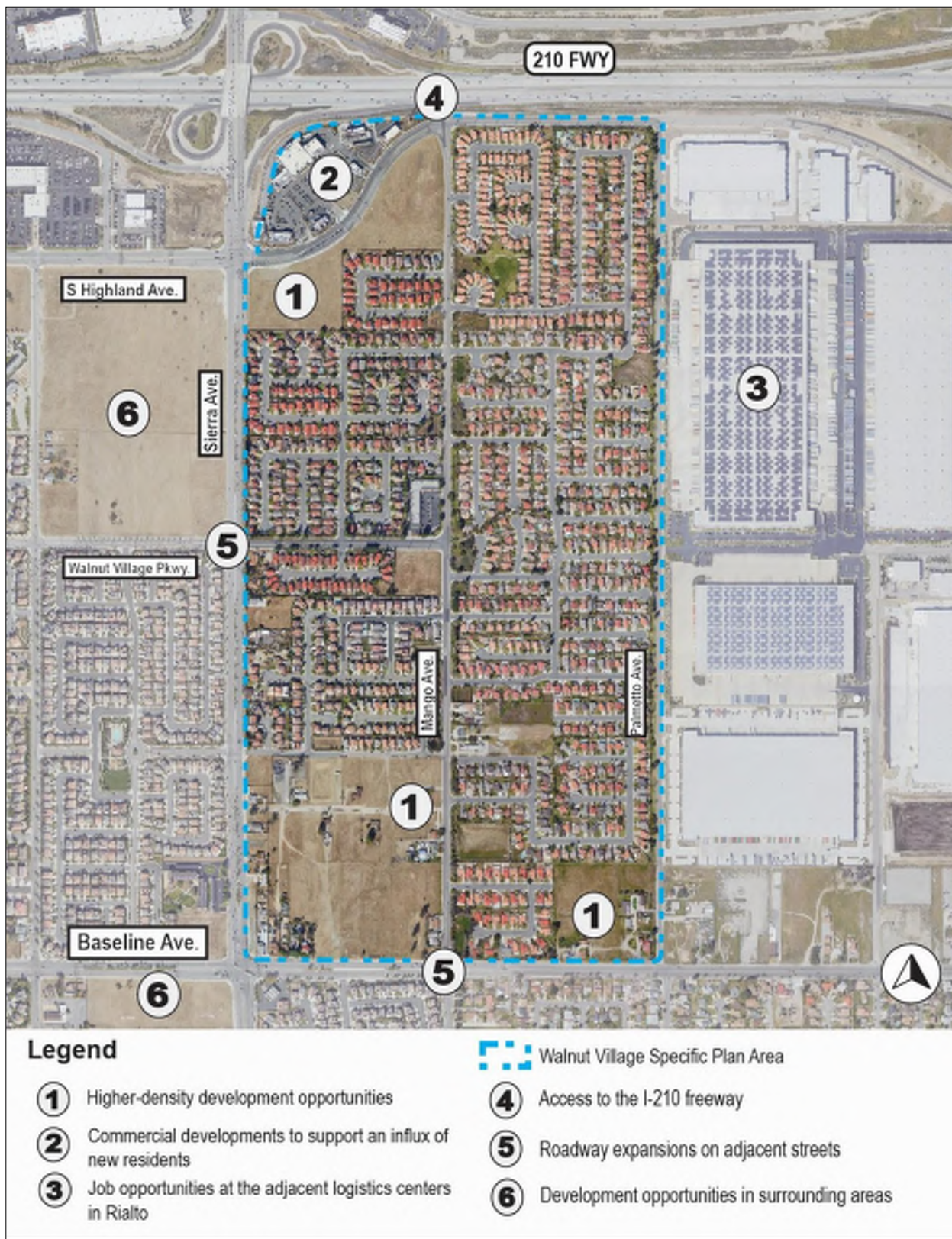


Exhibit 2-7: Specific Plan Area Opportunities



Legend

- | | |
|--|--|
| 1 Physical barrier to ingress/egress on Palmetto Ave. | 4 Lack of existing public transit |
| 2 Predominance of single-family residential character | 5 Limited access from east of Specific Plan Area |
| 3 Irregularly shaped parcels | 6 Adjacent to logistics center, which may create traffic, noise and other environmental impacts |

 Walnut Village Specific Plan Area

4 Lack of existing public transit

5 Limited access from east of Specific Plan Area

6 Adjacent to logistics center, which may create traffic, noise and other environmental impacts

Exhibit 2-8: Specific Plan Area Constraints



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Chapter Three

Specific Plan Policy Context



Chapter 3.0: Specific Plan Policy Context

3.1 The Planning Process

Community outreach and public input are a vital part of the planning process. The key community outreach findings, the policy context of the City's General Plan and other relevant policy documents form the foundation of the Specific Plan update. The needs and challenges described herein drives many of the guiding principles that the policies and programs respond to, and strongly influences the discretion and focus of the Specific Plan.

3.1.1. Community Outreach and Public Input

The City of Fontana sought input from residents and stakeholders through various community outreach and public participation activities throughout the development of the Walnut Village Specific Plan. The City conducted the following community outreach activities:

3.1.2. Community Workshops and Scoping Meeting: Establishing the Vision for Walnut Village



The City of Fontana held two community workshops for the Walnut Village Specific Plan on May 24th and June 1st, 2023, respectively. The meetings occurred at 5:00pm to 7:00pm via Microsoft Teams online software. Approximately 20 community members attended the workshops. The primary purpose of the community workshops was to provide information to the public on:

- The project area;
- The anticipated timeline for the Specific Plan planning process;
- Explanation of a Specific Plan and its impact towards development in the community; and
- Opportunities available for the community to participate and provide feedback throughout this effort.

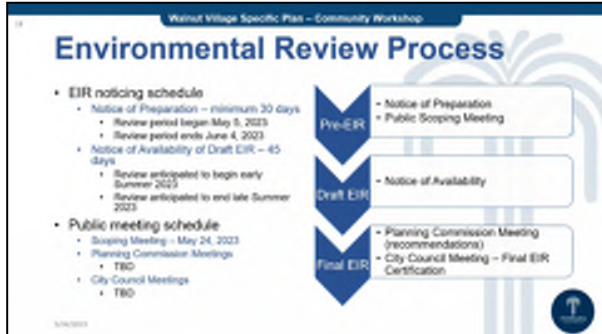
3.1.3. Planning Commission and City Council Public Hearings



On February 28, 2023, the City held an in-person study session for the City Council and Planning Commission. The purpose of the study session was to inform City Council and Planning Commission in-depth information and insight related to the Fontana Walnut Village Specific Plan. The study session also provided any new updates to the project. City Council and Planning Commission provided comments guidance and asked clarifying questions related to the Specific Plan. Members of both the Council and Commission expressed interest in seeing more prominent open space features in the updated plan.

3.1.4. Key Community Outreach Findings

The following section summarizes key findings identified by participants during community outreach activities. The key findings provided herein represent the comments received from the public.



Key Challenges

- Existing Infrastructure Capacity
- Pedestrian Safety
- Housing Preservation
- Quality of Open Space areas
- Cleanup of the Specific Plan Area
- Traffic and Circulation

Key Values

- Sense of Community
- Open Space
- Surplus of Vacant Land
- Proximity Near Freeway
- Accessibility to Region
- Proximity to Commercial Uses

3.2 Key Planning Factors

Based upon input gathered, multiple planning factors have been identified by the community and stakeholders that influence the development and implementation of the Walnut Village Specific Plan. These planning factors consider those challenges, opportunities, constraints, and attributes identified within the Specific Plan area. The following factors form the policy foundation of the Specific Plan and have been identified through input received from the community, city staff, stakeholders, and other observations and analysis.

Planning Factor: Enhanced Connectivity

Most streets within the Specific Plan area are auto-oriented. However, opportunities for expanded multi-modal transportation options exist. Since Walnut Village is situated next to two major roadways, enhanced connectivity is a strongly encouraged. Future transportation infrastructure improvements for bicycles, pedestrians, and public transit should balance the needs of all transportation users.

Planning Factor: High Quality and Well-Balanced Community

Underutilized or vacant land within the Specific Plan area provides an opportunity for a variety of uses. The provision of residential and commercial uses aims to enhance pedestrian safety and provide infrastructure needs that are mentioned in the key community challenges. Additionally, the Specific Plan aims to promote various transportation methods such as bicycle paths and pedestrian access that can achieve the goal of a well-balanced community.

Planning Factor: Economic Development Opportunities

Vacant and underutilized parcels within the Specific Plan area provide significant potential for economic development and redevelopment of parcels with new uses or enhancement of existing uses. Economic and market analysis indicate the plan area is located near the primary generator of jobs citywide and can be considered the central economic engine for the city.

Planning Factor: Connected Circulation with Public Transit

The circulation design within the Specific Plan area contains two-lane residential streets and cul-de-sacs. The streets are predominantly car-oriented and do not have easy access to public transit stations adjacent to the Specific Plan area. Improved ingress and egress pathways to access points can promote better connectivity. Future improvements should consider access alternatives to public transit stations near the Specific Plan area.

Planning Factor: Promotion and Preservation of the Community and its Heritage

Since there is an existing community in the Specific Plan area, set with their own culture and established heritage, this plan should not result in the destruction or dissolution of this community. Investment in a renewed streetscape environment and future development should encourage an image that creates a distinct identity for the project area while preserving and complementing the community's existing resources. Future improvements should encourage a positive identity, support building preservation where appropriate, and serve as a catalyst for private investment.

Planning Factor: Infrastructure Availability

The infrastructure system within the Specific Plan area must be adequate to support future development. Therefore, land use buildout assumptions must consider the need for corresponding infrastructure and identified future improvements.

Planning Factor: Streetscape Environment

There are significant opportunities to improve the aesthetics and streetscape environment within the Specific Plan area. Improvements may include, but are not limited to, signage, street furniture, more compatible building location and massing, medians, landscaping, foliage, tree canopy, pavement treatments, lighting, and public art. Future development should consider streetscape methods that act as a buffer against the adjacent industrial use and freeway that further mitigates potential public health impacts.

Planning Factor: Adjacent Residential Neighborhood Compatibility

The Specific Plan area includes existing single-family and multi-family neighborhoods. Access from these neighborhoods to new development will greatly enhance the ability of residents to patronize future uses. Future uses should be compatible with and complement these existing residential neighborhoods and minimize potential negative impacts.

Planning Factor: Open Space Component

Open space such as parks, greenbelts, and riverfronts have multiple utilitarian and intrinsic values, including stormwater management, air quality improvement, urban heat island reduction, recreation opportunities, and biodiversity. The development of residential and commercial uses necessitates the provision of open space to improve and maintain the public health of residents within and beyond the Specific Plan area.

3.3 Specific Plan Guiding Principles

The following guiding principles provide the foundation for the Walnut Village Specific Plan and Land Use Development Regulations of the Specific Plan. These guiding principles serve as benchmarks for the analysis of future development proposals and design concepts to determine if they are consistent with the spirit and intent of this Specific Plan.

Guiding Principle #1 – Enhance streetscape, landscape, and public amenities throughout the Walnut Village Specific Plan area.

Guiding Principle #2 – Establish balanced, flexible, and diverse land uses that support economic development and additional housing opportunities.

Guiding Principle #3 – Improve visual and functional connections and linkages between open spaces, commercial/retail areas, residential neighborhoods, and transportation nodes within and around the Specific Plan area.

Guiding Principle #4 – Improve pedestrian and bicycle accessibility and vehicular circulation to minimize potential conflicts between different transportation users throughout the Specific Plan area.

Guiding Principle #5 – Preserve and enhance existing community resources, including established buildings, neighborhoods, and open space to promote their roles as important community attractions and gathering places.

Guiding Principle #6 – Encourage future development with a distinct character and identity for the Specific Plan area.

Guiding Principle #7 – Explore multi-modal connections to other parts of the City through the proposed Active Transportation Plan (ATP), which combines bicycle with pedestrian circulation infrastructure on a citywide basis to provide an ultimate citywide blueprint for future active transportation opportunities as an alternative travel mode.

Guiding Principle #8 – Encourage future development to provide an open space component, particularly in mixed-use developments that occur.

3.4 Specific Plan Policies

The following policies provide statements to support the vision of the community that is formed through the community outreach activities. The policies serve as the benchmark for the alignment of future project proposals and design concepts with the goals and intent of the Specific Plan.

Land Use Policies

- LU-1:** Establish land use districts that provide for a complementary mix of land uses, while preserving established residential neighborhoods and resources.
- LU-2:** Coordinate land use planning with infrastructure and transportation planning.
- LU-3:** Establish land use regulations that support increased pedestrian and bicycle activity and transit usage.
- LU-4:** Provide specific requirements that enhance public amenities for new development, rehabilitation, and redevelopment.
- LU-5:** Encourage development that will create a vibrant and dynamic area that is considered an attractive and distinctive amenity to the City.
- LU-6:** Refine allowable land uses within the area to encourage the desired development pattern envisioned by the Specific Plan.
- LU-7:** Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques.

Circulation Policies

- CN-1:** Integrate existing and future roadway and transportation facilities into any improvements identified in the Specific Plan.
- CN-2:** Create and enhance bicycle and pedestrian connections between key community amenities and activity centers.
- CN-3:** Improve and enhance multimodal circulation and connections that are pedestrian-friendly in conjunction with future development. Large, expansive parking lots should be discouraged or prohibited to further encourage transit supportive development.
- CN-4:** Support improvements to public transportation infrastructure, including bus transit.
- CN-5:** Require bicycle parking at key locations, such as employment centers, parks, transit, schools, residential areas, and commercial centers.

Urban Design Policies

- UD-1:** Establish a streetscape program using landscaping, signage, street furniture, entry statements, and other visual amenities that are compatible with the character of the City of Fontana to achieve a distinct community identity.
- UD-2:** Encourage a “sense of place” within the Specific Plan area through quality site design, architectural design, a well-defined high-quality open space network, signage, and public improvements through future development.
- UD-3:** Identify ways to improve and enhance linkages and connections between new development in the Specific Plan and existing neighborhoods.
- UD-4:** Develop design guidelines that encourage optimal building configuration and design, parking strategies, signage, pedestrian amenities, landscaping, and appropriate, timeless architectural styles.
- UD-5:** Encourage “Livable Corridor” design on vacant parcels along Sierra and Baseline Avenue.

Infrastructure Policies

- IN-1:** Ensure infrastructure capacity within the Walnut Village Specific Plan area meets demands from future development.
- IN-2:** Encourage creative, environmentally sensitive solutions to infrastructure improvements.
- IN-3:** Promote sustainability by implementing energy saving enhancements to current and future developments where feasible.
- IN-4:** Encourage climate resilience through adding drought-tolerant plant species in projects.
- IN-5:** Meet state energy-efficiency goals for new construction.
- IN-6:** Continue organizational and operational improvements to maximize energy and resource efficiency.

Implementation and Administration Policies

- IMP-1:** Establish a streamlined discretionary review procedure to minimize uncertainty in the project approval process.
- IMP-2:** Prepare a comprehensive public and private infrastructure financing plan for improvements, construction, and installation of public infrastructure facilities.

- IMP-3:** Adopt a program-level Environmental Impact Report (EIR) to facilitate and provide the basis for the environmental clearance for subsequent development projects within the Specific Plan project area.
- IMP-4:** Identify local, state, and federal grant opportunities that can provide businesses with assistance and training.
- IMP-5:** Prepare and implement a comprehensive marketing strategy for the Walnut Village Specific Plan area.

3.5 Fontana General Plan Policies

The Walnut Village Specific Plan is consistent with the City of Fontana's Forward Fontana 2035 General Plan, adopted by the City of Fontana on November 13th, 2018. The General Plan identifies issues confronting the community and outlines long-term goals with policies and programs to accomplish the goals of the plan. The Specific Plan will further the objectives and policies of the General Plan. The Specific Plan further encourages project designs that promote mixed use, economic development, and promote a vibrant, multimodal community around the Walnut Village area.

3.6 San Bernardino County Transportation Authority Policy Documents

The Walnut Village Specific Plan considers and integrates the following San Bernardino County Transportation Authority policy documents:

Long Range Multimodal Transportation Plan (2015) – The Long-Range Multimodal Transportation Plan (LRMTP) is a comprehensive, multimodal transportation vision for the County. The plan will incorporate strategies for improving access, safety, connectivity, and sustainability for bus and rail riders, auto and truck drivers, bicyclists, and pedestrians from now through 2045/2050. The overall objective of the LRMTP is to ensure the safe and efficient management, operation, and development of a regional multimodal transportation system. When linked with appropriate land use planning, the transportation system will efficiently serve the mobility needs of San Bernardino County residents, businesses, and visitors with robust connectivity to the regional system. The Specific Plan will enhance the County's visions for the area by incorporating similar policies that achieve similar goals outlined in the County's General Plan.

Inland Empire Comprehensive Multimodal Corridor Plan (2022) – The Inland Empire Comprehensive Multimodal Corridor Plan (IECMCP) contains goals, objectives, and performance measures aimed at reducing congestion in highly traveled corridors. This can be achieved by providing more transportation choices for residents, commuters, and visitors to the area while preserving the character of the community and creating

opportunities for neighborhood enhancement projects. The IECMCP presents multimodal strategies from the Victor Valley to Temecula and from Banning to the Los Angeles and Orange County lines. The Specific Plan will enhance the County's visions for the area by incorporating similar policies that achieve similar goals outlined in the County General Plan.

Non-Motorized Transportation Plan (2018) – The Non-Motorized Transportation Plan (NMTP) was a collaborative effort among San Bernardino Association of Governments (SANBAG) and local jurisdictions within San Bernardino County to implement the transportation vision of the area, focusing on bicycle infrastructure. The NMTP identifies facility priorities and funding opportunities that will enable local jurisdictions to create an attractive and usable infrastructure. The Specific Plan will enhance the County's visions for the area by incorporating similar policies that achieve similar goals outlined in the San Bernadino County General Plan.

Chapter Four

Development Plan





Chapter 4.0: Development Plan

4.1 Introduction

This section of the Specific Plan provides an overview of the community structure and development that implements the General Plan. The development plan includes a summary of land uses, parks and recreation areas, circulation, public facilities, and community services elements that make up the Specific Plan area. The development plan aims to clarify regulations for existing development in addition to future development on approximately 53 acres of remaining vacant or underutilized lands within the Specific Plan area. The intent of this document is to update the existing Walnut Village Specific Plan and seek approvals to implement the 2023 Walnut Village Specific Plan.

4.2 Land Use Plan

4.2.1 Land Use Plan & Summary

The Land Use Plan focuses on the development of vacant or underutilized areas within four areas of the Specific Plan area. *Exhibit 4-1: Walnut Village Specific Plan Sub-Districts* displays eight sub-districts, four of which contains parcels that are nearly built out and four of which are mainly vacant undeveloped parcels. This includes parcels on the corner of South Highland Avenue and Sierra Avenue (“Gateway North Sub-District”), a small strip of four underutilized parcels along the Sierra Avenue Corridor (“Gateway Residential 4 Sub-District”), a large group of vacant and underutilized parcels on the corner of Sierra Avenue and Baseline Avenue (“Gateway South Sub-District”), and another smaller group of vacant and underutilized parcels on the corner of Baseline Avenue and Palmetto Avenue (“Gateway East Sub-District”). The Specific Plan area encompasses approximately 327 acres (including rights-of-way) with approximately 53 acres of vacant or underutilized land that is developable or can be redeveloped. *Table 4-1: Walnut Village Specific Plan Land Use Summary* provides a summary of the land use sub-districts that make up the Specific Plan area.

Table 4-1: Walnut Village Specific Plan Land Use Summary

Specific Plan Sub- District	Acres (ac)	Primary Uses	Density (du/ac)	Maximum Intensity (Floor Area Ratio – FAR)
Gateway North - (GN)	6.03 ac	Mixed Use, High-Density Residential	24.1 to 39 du/ac	Up to 0.5 FAR
Gateway Residential 4 - (GR4)	4.15 ac	Residential	9 to 15 du/ac	N/A
Gateway South - (GS)	37.10 ac	Mixed Use, Commercial, High-Density Residential	39.1 to 50 du/ac	0.5 – 1.0 FAR
Gateway East - (GE)	5.28 ac	Mixed Use, Neighborhood Commercial, Residential	12 to 24 du/ac	Up to 0.5 FAR
Gateway Residential 1 (GR-1)	107.48 ac	Residential; Recreation; Quasi-Public	Up to 4.5 du/ac	N/A
Gateway Residential 2 (GR-2)	56.02 ac	Residential	Up to 4.5 du/ac	N/A
Gateway Residential 3 (GR-3)	6.45 ac	Residential	Up to 4.5 du/ac	N/A
Gateway Commercial (GC)	1.92 ac	Commercial	N/A	Up to 0.5 FAR
Highland Village (HV)	11.01	Commercial	N/A	N/A

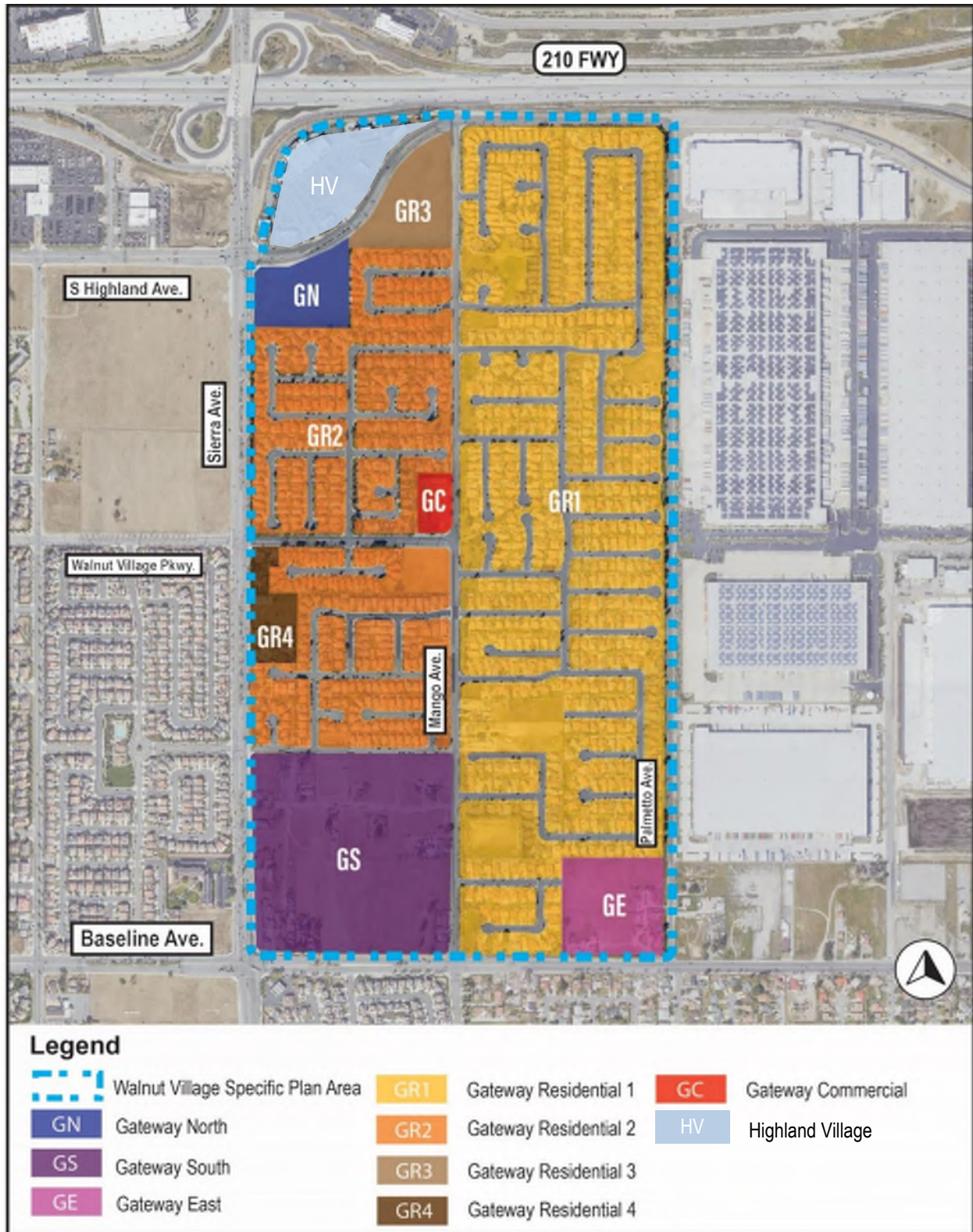


Exhibit 4-1: Walnut Village Specific Plan Sub-Districts

4.2.2 Gateway North Sub-District

The intent of the Gateway North sub-district is to create and promote a mixed-use (commercial and residential) district that is complimentary to adjacent commercial and residential land uses.

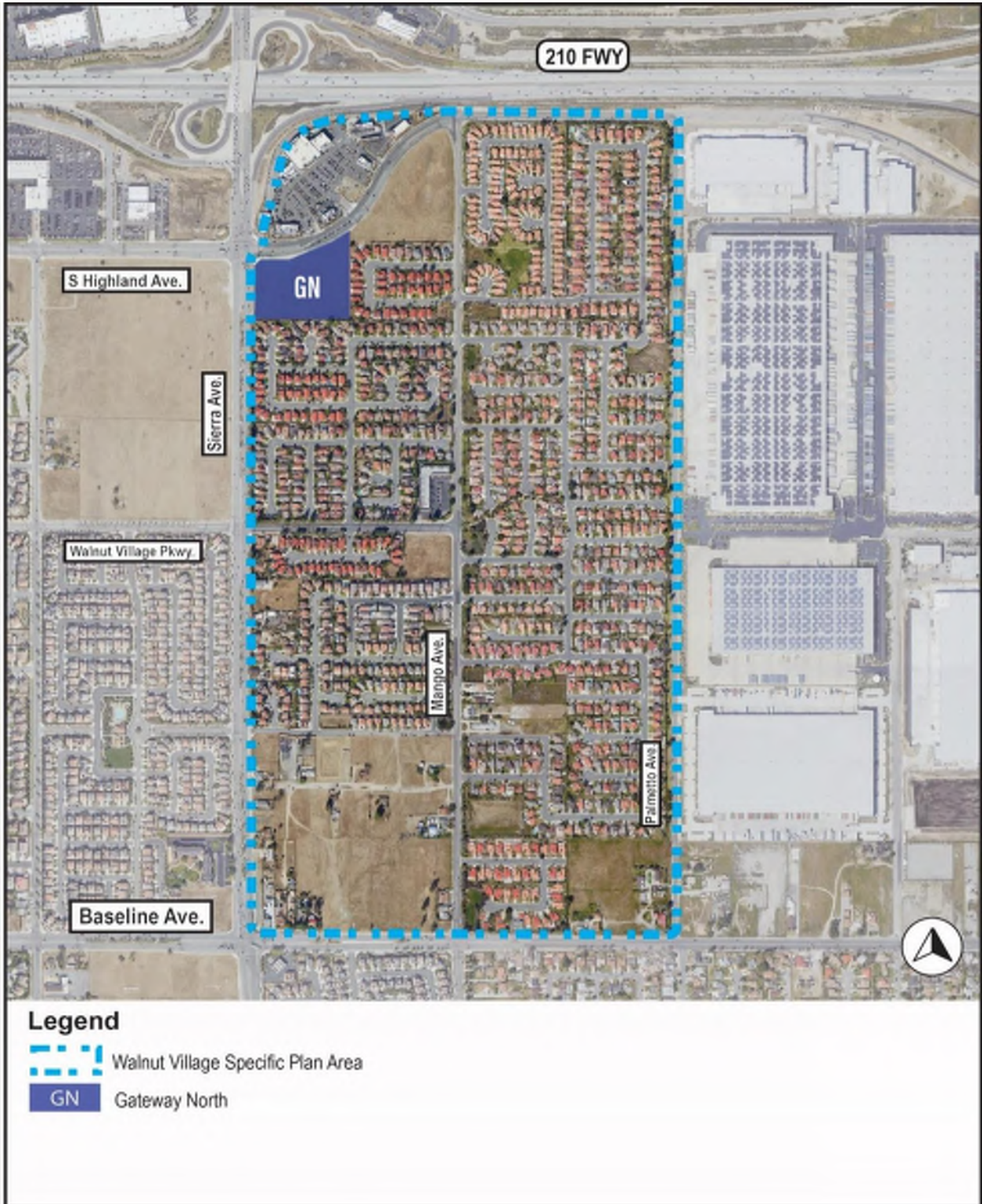


Exhibit 4-2: Gateway North Sub-District

4.2.3 Gateway Residential 4 Sub-District

The intent of the Gateway Residential 4 sub-district is to encourage quality and diverse residential opportunities along the Sierra Avenue Corridor. The sub-district seeks to complement existing single-family uses by integrating existing uses such as new single- and multi-family residences.

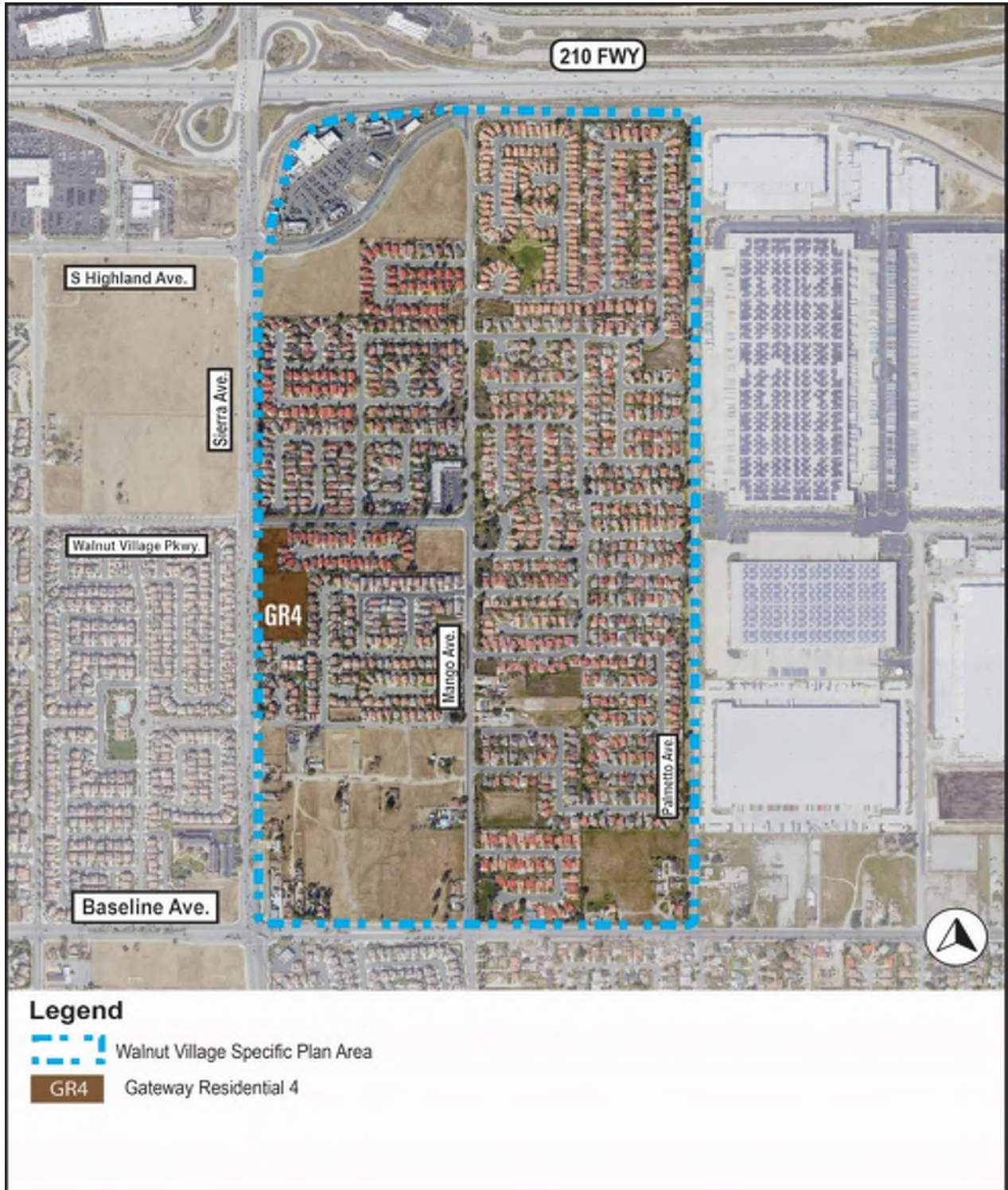


Exhibit 4-3: Gateway Residential 4 Sub-District

4.2.4 Gateway South Sub-District

The intent of the Gateway South sub-district is to promote the development of a mix of complementary uses, including commercial, office, and higher density residential uses. The area is intended to establish a mixed use, pedestrian-oriented community through the establishment of higher density residential, and pedestrian-friendly street improvements.



Exhibit 4-4: Gateway South Sub-District

4.2.5 Gateway East Sub-District

The intent of the Gateway East sub-district is to promote limited commercial retail and a variety of medium to high density residential opportunities. As an eastern gateway and primary corridor of the City of Fontana, it is intended to serve as a node for mixed uses with a focus on locally-serving commercial retail and medium- to high-density residential opportunities.



Exhibit 4-5: Gateway East Sub-District

4.2.6 Gateway Residential 1 Sub-District

This sub-district was previously developed with single-family dwellings. The intent for this sub-district is to preserve the existing housing stock in the area, and to complement the new development and activities in the vacant and underutilized portions of the Specific Plan area.

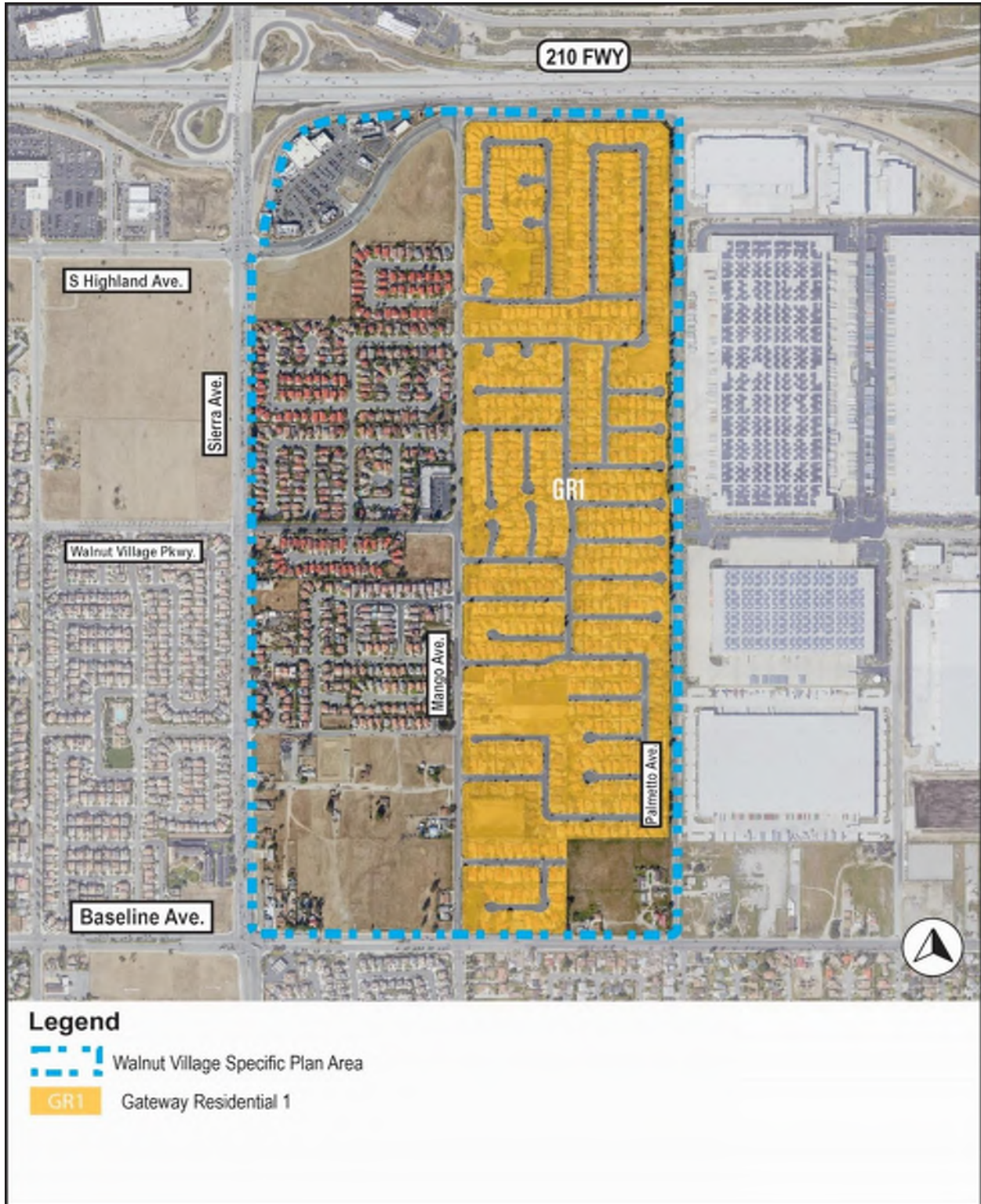


Figure 4-6: Gateway Residential 1 Sub-District

4.2.7 Gateway Residential 2 Sub-District

This sub-district was previously developed with single-family dwellings. The intent of this sub-district is to preserve the existing housing stock in the area, and to complement new development and activities in adjacent areas of the Specific Plan.



Figure 4-7: Gateway Residential 2 Sub-District

4.2.7 Gateway Residential 3 Sub-District

This sub-district is developed with a multi-family residential development. The intent of this district is to serve as a buffer between existing commercial and residential land uses.



Figure 4-8: Gateway Residential 3 Sub-District

4.2.8 Gateway Commercial Sub-District

This sub-district was previously developed with a retail center serving the surrounding Walnut Village community. This sub-district provides convenience commercial use which serves the Specific Plan areas residents, as well as providing limited job opportunities within the Walnut Village area.

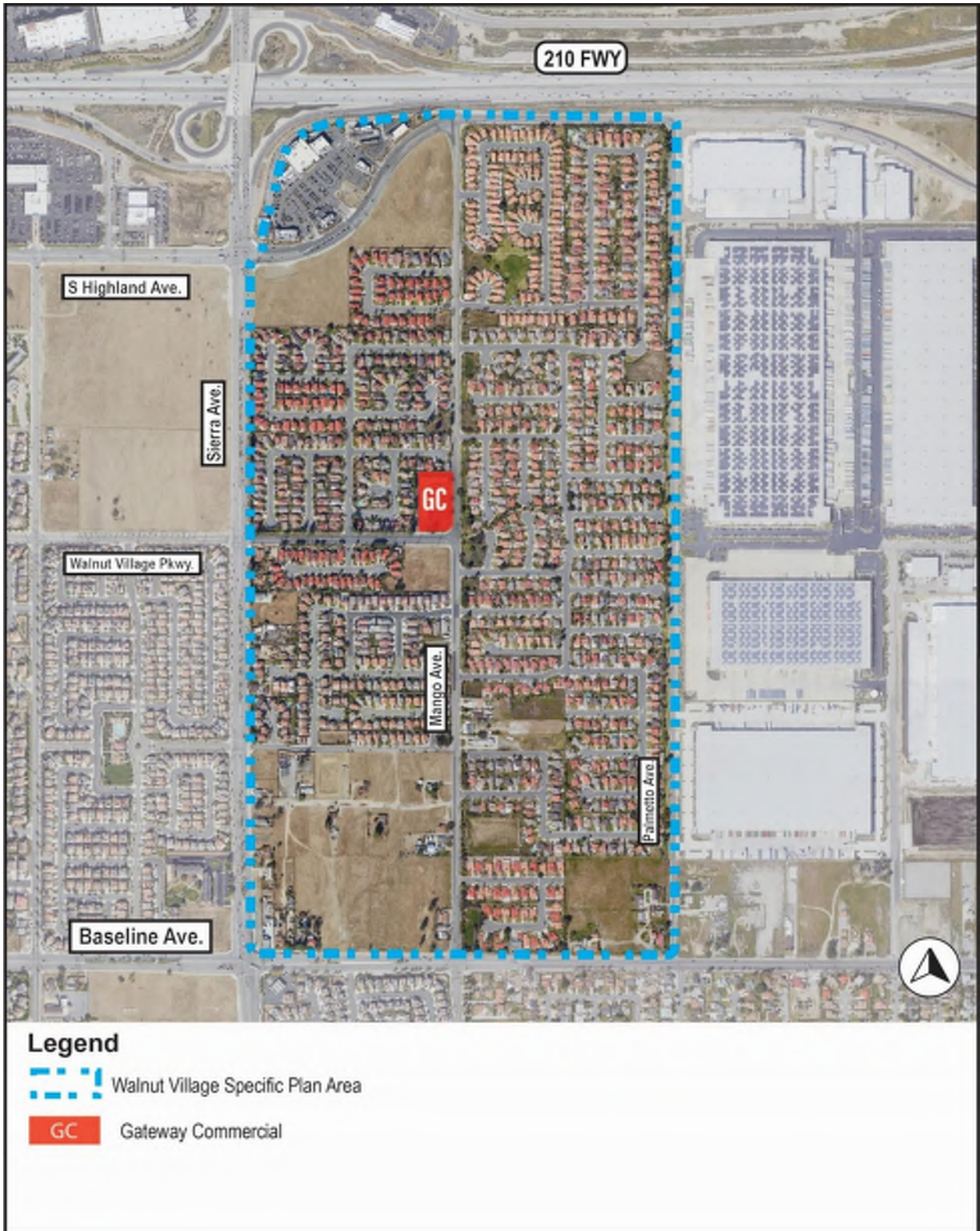


Figure 4-9: Gateway Commercial Sub-District



Fontana Walnut Village

Specific Plan

J. Highland Village Sub-District. *Figure 4-10: Highland Village Sub-District* shows the sub-district between South Highland Avenue and the 210 Freeway. This sub-district provides a range of commercial uses, including retail, restaurants and service-based businesses serving residents in the area as well as passersby via the 210 Freeway.

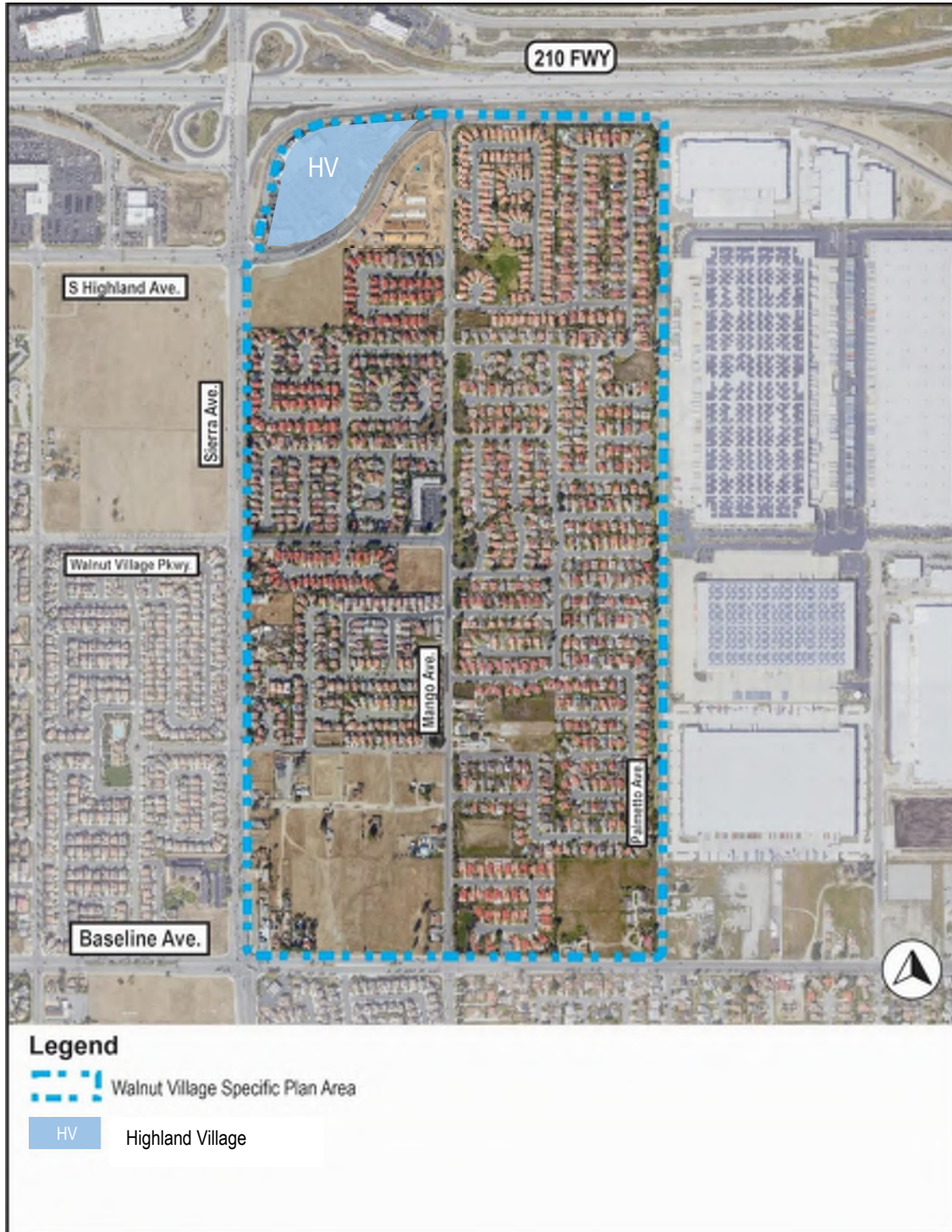


Figure 4-10: Highland Village Sub-District

4.3 Circulation Plan

The Circulation Plan describes the general layout of roadways, ingress and egress, and multimodal transportation infrastructure within and surrounding the Specific Plan area. The circulation plan provides for the mitigation of potentially significant impacts associated with the Land Use Plan. Future development facilitated by the Walnut Village Specific Plan would be subject to discretionary permits and requires compliance with all applicable City policies and requirements in the Fontana General Plan and Municipal Code. This includes policies and regulations required to improve the transportation system, as applicable, and improve public access and safety for people who walk and bike. Further, future development within the Walnut Village Specific Plan would be required to adhere to all state requirements for consistency with transportation plans. As a result, future development facilitated by the Walnut Village Specific Plan would not conflict with an adopted program, plan, ordinance, or policy that addresses the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Therefore, impacts would be less than significant, and no mitigation is required.

The Specific Plan area is served by a number of roadways that provide access to and from the planning area. The Community Mobility and Circulation section of the Fontana General Plan identifies different roadway classifications for the streets within the city, each with varying sizes, composition, and purposes. *Table 4-2: Planning Area Roadway Classification* provides a summary of each roadway classification as well as prominent streets within or adjacent to the project area that fall into each classification.

Table 2-1: Planning Area Roadway Classifications

Classification	Description ¹	Streets within Planning Area
<p>Major Highway</p>	<p>Major highways will have up to 6 lanes in most situations. Where Major Highways cross Freeways, it may be necessary to increase capacity to 8 lanes. These streets typically have raised medians or two-way left turn lanes. These facilities can carry high volumes of traffic. The majority of the Major Highway network in the City has already been improved. Sidewalks and bike lanes should be added whenever possible and bus bays should be installed as turnouts. New development should incorporate Complete Street components as outline in the Active Transportation.</p>	<ul style="list-style-type: none"> ▪ Foothill Freeway (Interstate 210) ▪ Baseline Avenue ▪ Sierra Avenue
<p>Primary and Secondary Highway</p>	<p>These roadways will have up to 4 travel lanes. Primary Highways typically connect Major Highways and often have raised medians or two way left turn lanes. Secondary Highways also have up to 4 lanes of travel and are typically used to carry traffic along the perimeters of large developments. Because traffic volumes are not as high as compared to Major Highways, these wide roads are ideal for Complete Street concepts.</p>	<ul style="list-style-type: none"> ▪ South Highland Avenue
<p>Collectors</p>	<p>These roadways can accommodate 2 or 4 lanes of traffic. They are typically used to take traffic from neighborhoods to Primary and Secondary Roads. Collector Roads are also used in industrial areas to funnel trucks from their point of services to the Truck Route Network. Whether connecting residents to Primary Roads or trucks to Truck Routes, collector streets are ideal candidates for Complete Street concepts. Where possible, physical buffers such as landscaped parkways or solid dividers should be used to separate vehicular traffic from bicycles and pedestrians.</p>	<ul style="list-style-type: none"> ▪ Palmetto Avenue ▪ Mango Avenue ▪ Walnut Village Parkway
<p>Local Streets</p>	<p>These are 2 lane roads in large part serving residential neighborhoods. In addition to Complete Street concepts, traffic calming measures should be incorporated whenever possible. Local streets should consider automobile parking curb adjacent with bike lanes striped along the roadside of the parking area.</p>	<ul style="list-style-type: none"> ▪ All other streets in the area
<p>¹ Description of roadway classifications do not include turn lanes that may require further analysis.</p>		
<p>Source: Fontana General Plan - Community Mobility and Circulation Element</p>		

Exhibit 4-10: Existing Roadways shows the existing roadway structure in and around the planning area. The exhibit also shows the classification for each of the major roadways that provide access to the site and the local internal roadway network.

Primary access to the Specific Plan area is provided by Sierra Avenue to the west, Baseline Avenue to the south and South Highland to the north. Surrounding areas consist of an industrial park located east of the Specific Plan area in Rialto. Due to the industrial park and local streets that end in cul-de-sacs in the eastern Specific Plan area, access to this portion of the site is limited.

A Vehicle Miles Travelled (VMT) analysis was conducted as part of this Specific Plan. The analysis concluded that the highest number of trips generated originated from the Gateway South sub-district. Sierra Avenue and Baseline Avenue are a designated Primary and Secondary Highways.

The permitted uses, including residential, commercial, and retail uses along Baseline Avenue, have sufficient capacity to meet the demand of future development in the Specific Plan area.

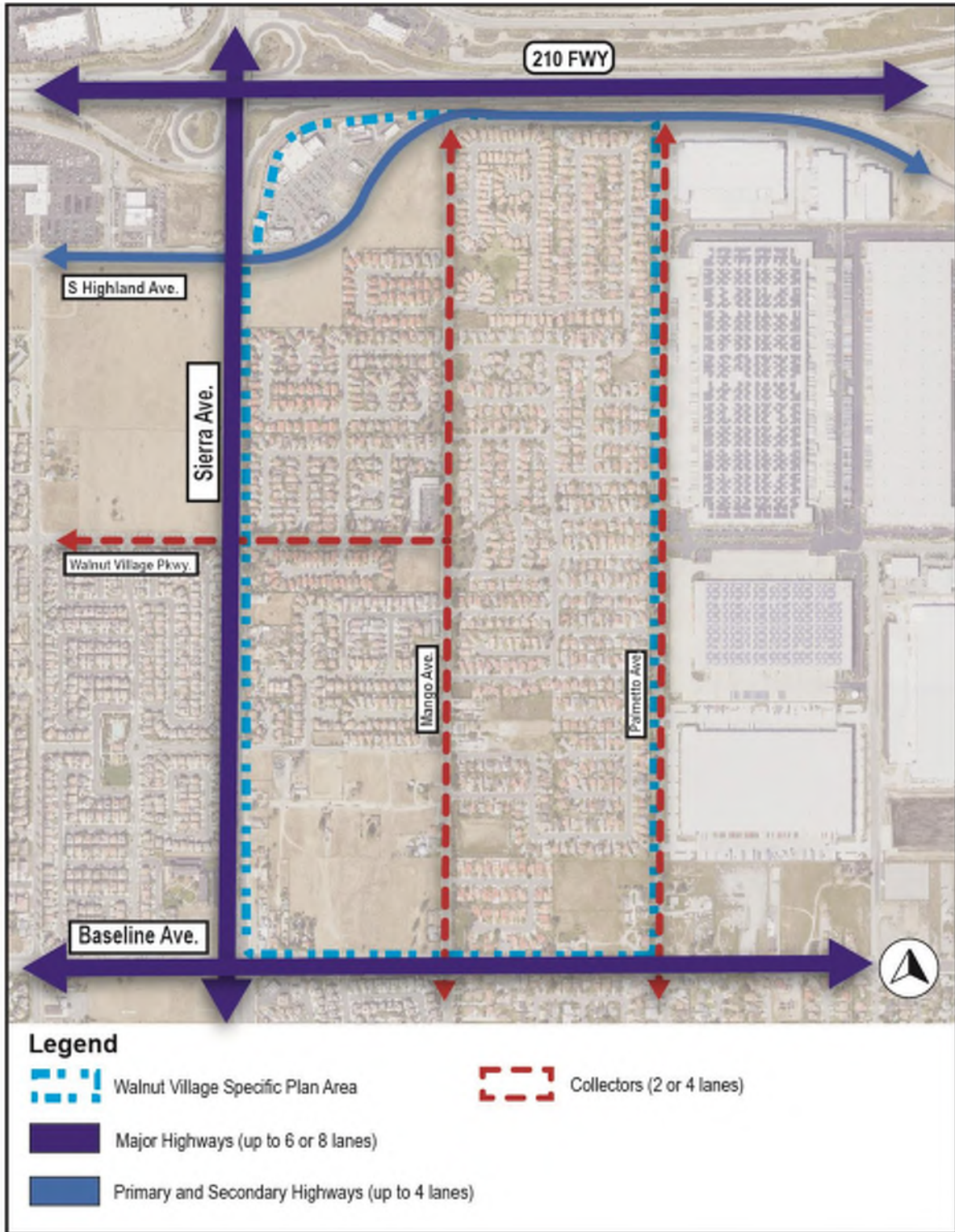


Exhibit 4-10: Existing Roadways

4.3.1 Public Transit

Omnitrans bus lines provide the primary public transit serving the Specific Plan area. Three Omnitrans bus lines (Routes 10, 67, and 82) run adjacent to the Specific Plan area. There are no bus lines running directly through the Specific Plan area. Existing bus lines make stops predominantly on Sierra and Baseline Avenue from Monday to Friday. Omnitrans bus lines run adjacent to the Specific Plan area along the following streets:

- Omnitrans Line 10 runs east to west along Baseline Avenue and north/south along Sierra Avenue;
- Omnitrans Line 67 runs north/south along Sierra Avenue and west from Walnut Village Parkway to Walnut Street, which continues from there; and
- Omnitrans Line 82 runs north/south along Sierra Avenue.

Exhibit 4-11: Existing Public Transit illustrates the existing Omnitrans bus lines and stop locations. While there are currently additional public transit services planned, the Specific Plan will not hinder the opportunities for new Omnitrans bus lines and stops in the future.

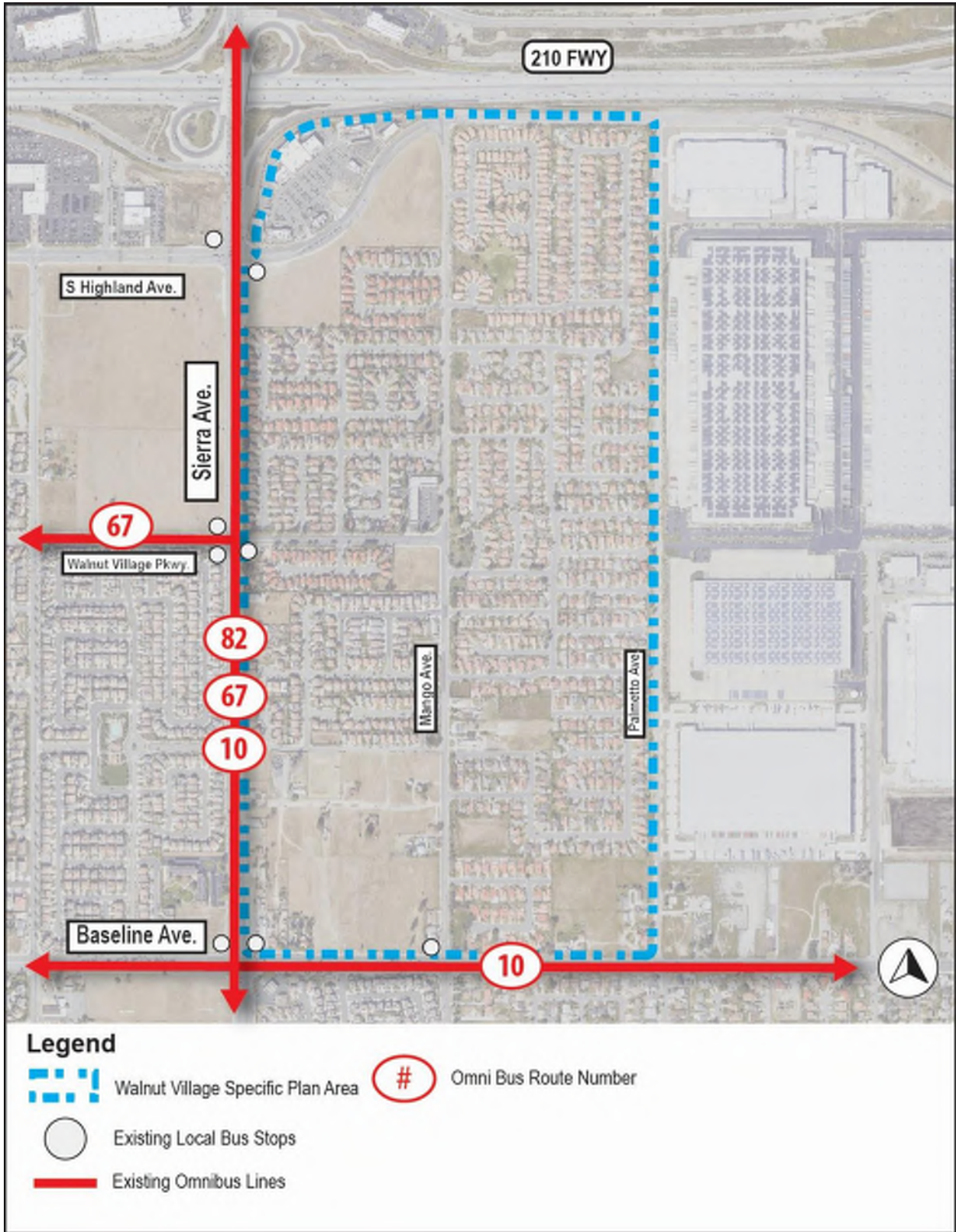


Exhibit 4-11: Existing Public Transit

4.3.2 Bicycle Facilities

There are four types of facilities or lanes when considering bicycle transportation design:

- **Class I (Bike Path):** Corridors, multiuse trails, or pathways exclusively designated for non-motorized recreation and are not shared with vehicles. Bike paths are most commonly seen along rivers, ocean fronts, canals, utility rights-of-way, abandoned railroad rights-of-way, school campuses, within or between parks, and more.
- **Class II (Bike Lane):** Lanes along streets and corridors that are delineated (marked on pavement) rights-of-way separating vehicular traffic and bicycle traffic. Bike lanes are provided where there is often lack of sufficient side-by-side space between motorists and cyclists, and is achieved by reducing the number of lanes, reducing lane width, or reconfiguring street parking.
- **Class III (Bike Route):** A shared facility or lane which can provide continuity between other facilities such as Class II bicycle lanes, or designated routes through high demand corridors. Bike routes are often shared with motor vehicles but are typically well-maintained to encourage safety and other cyclist needs.
- **Class IV (Separated Bikeways):** A right-of-way that is exclusively reserved for cyclists and typically includes a physical boundary between motorized vehicles such as bollards or a continuous raised median.

Exhibit 4-12: Existing and Planned Bicycle Facilities identifies the existing and planned bicycle facilities within and adjacent to the Specific Plan area. A Class II bicycle facility exists along the western border of the Specific Plan area on Sierra Avenue. The lane extends for approximately 0.82 miles in a north-south direction and is located between South Highland Avenue and Baseline Avenue. Another Class II bicycle facility extends westward from Walnut Street and Baseline Avenue that are adjacent to the Specific Plan area and connects Sierra Avenue to adjacent Class II bike lanes and public transit stations outside of the planning area. A proposed Class II bicycle facility on Highland Avenue extends westward adjacent to the Specific Plan area.

Currently, no bicycle facilities exist within the Specific Plan area on Mango Avenue, Baseline Avenue, Walnut Avenue, and Highland Avenue. However, planned Class II bicycle facilities on these corridors may connect cyclists to the adjacent westward bicycle facilities and public transit stations, providing multimodal circulation and connectivity within and surrounding the Specific Plan area. Planned bicycle facilities shall be implemented consistent with the existing policies of the General Plan Circulation Element and the Fontana Active Transportation Plan, which encourages road diets (where feasible), short-term and long-term bike racks/lockers/facilities at new residential, commercial, and industrial developments, and the addition of the following Class II bicycle facilities:

- Sierra Avenue to Cherry Avenue adjacent to the west Specific Plan boundary.

Planned improvements are conceptual in nature and the exact location of facilities can change when considering future development, design and placement of improvements in



the Specific Plan area. The conceptual location of future improvements are shown in *Exhibit 4-12: Existing and Planned Bicycle Facilities*. Future development activity in the Specific Plan area would not hinder circulation and provides for future opportunities for new bicycle facilities.

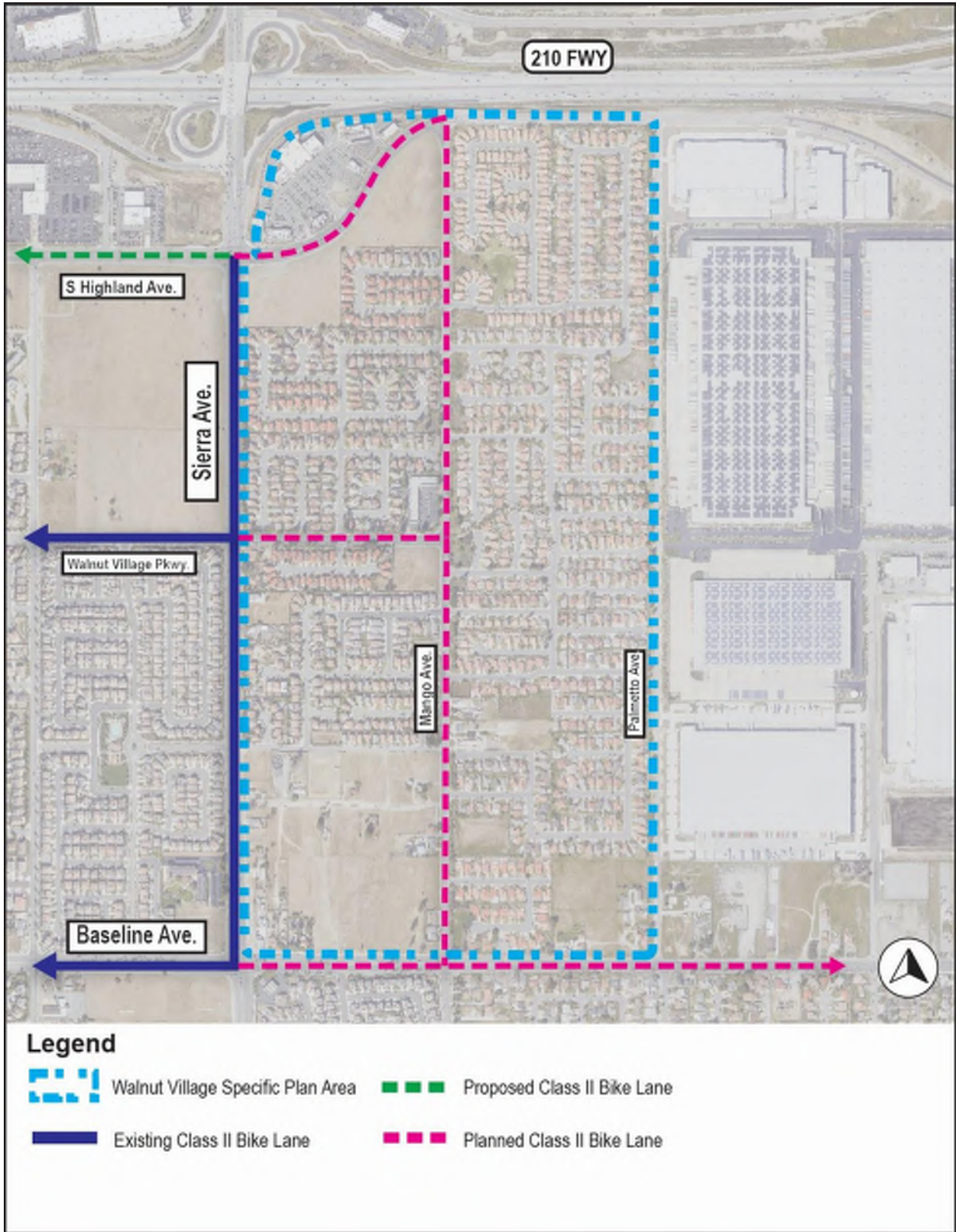


Exhibit 4-12: Existing and Planned Bicycle Facilities

4.3.3 Pedestrian Mobility

Pedestrian Facilities

Pedestrian routes in the Specific Plan area are shown in *Exhibit 4-13: Pedestrian Facilities*. Mango Avenue is the main pedestrian route and occurs in a north/south direction along the entire Specific Plan area. Walnut Avenue is a parkway that starts in the middle of the Specific Plan area and goes westward. Currently, there is no connection along Palmetto Avenue at the eastern boundary of the Specific Plan area. All corridors generally connect to the sub-districts of the Specific Plan.

Key ingress and egress points are located at Sierra Avenue/Walnut Village Parkway, Sierra Avenue/South Highland Avenue, and Baseline Avenue/Mango Avenue. Secondary access is provided at Sierra Avenue/South Highland Avenue and Sierra Avenue/Micallef Street.

Pedestrian Sidewalk Improvements

Most streets in the Specific Plan area are currently improved with ADA compliant sidewalks. However, streets adjacent to vacant or underutilized lots do not have sidewalks while existing sidewalks may be substandard in quality. Sidewalks will be improved as individual developments are approved through the landscaping provisions required in the Specific Plan land use and development regulations. Specific improvements may include:

- Augmented, widened, or improved sidewalks along Baseline Avenue, Sierra Avenue, and South Highland Avenue,
- Improved pedestrian crossings at South Highland and Sierra Avenue; and
- Added sidewalk bulb-outs and extensions or reduced curb returns on intersection corners, where feasible.

Key opportunities for pedestrian intersection improvements as shown in *Exhibit 4-9: Pedestrian Facilities* include:

- Mango Avenue and South Highland Avenue
- Sierra Avenue and South Highland Avenue
- Sierra Avenue and Walnut Village Parkway
- Sierra Avenue and Baseline Avenue
- Palmetto Avenue and Baseline Avenue



Exhibit 4-13: Pedestrian Facilities

4.4 Infrastructure Plan

The Specific Plan area requires supportive infrastructure to serve existing and planned land uses and activities. Infrastructure needs include energy, domestic potable water, wastewater, and stormwater drainage systems. The water and sewer system located within and adjacent to the Walnut Village Specific Plan area serves existing residences and businesses.

4.4.1 Domestic Water System

Fontana Water Company (FWC) currently serves the City of Fontana. FWC is a subsidiary of the San Gabriel Valley Water Company (SGVWC). The FWC water service area encompasses approximately 52 square miles, which includes most of the City of Fontana, some areas within the Cities of Rialto and Rancho Cucamonga, and unincorporated areas of San Bernadino County, as shown in Exhibit 4-10: Domestic Water Infrastructure below. In total, the FWC provides more than 48,000 municipal connections of water services in the City and throughout.

The FWC provides water services to an area with a current population of approximately 237,000. According to FWC's 2020 Urban Water Management Plan (UWMP), the population is projected to grow to approximately 272,900 by 2040. Projected populations in the FWC's service area were based on data from the Southern California Association of Governments (SCAG). The SCAG data incorporates demographic trends, existing land use, general plan land use policies, and input and projections from the Department of Finance (DOF) and the U.S. Census Bureau.

In 2020, the City's water demand was 39,395 acre-feet per year (AFY), 57 percent or 22,459 AFY of which was residential uses. The 2020 UWMP projected water consumption estimates at approximately 25,069 AFY by 2040, representing an increase of 12 percent. Primary demands would continue to occur from residential uses throughout the City. Accordingly, necessary improvements to water conveyance infrastructure would be planned through Capital Improvement Programs and development impact fees.

Exhibit 4-14: Domestic Water Infrastructure below displays the existing domestic water infrastructure in the Specific Plan area. Domestic water pipes laid on residential streets are served by a mix of 4-inch to 10 ³/₄-inch pipes. Larger water pipes laid along major arterial street such as Baseline Avenue and South Highland Avenue range between 17.4 and 25.4 inches. Sierra Avenue contains a mix of pipes ranging between 6 to 25.8 inches. There is a 36-inch concrete pipe called "cross country line" that runs roughly east-westerly in the middle of the Specific Plan area. Additionally, 12.8-inch and 17.4-inch pipes surrounding the catchment basin conveys water to the nearby treatment facility.

The FWC's water supply sources include groundwater pumped from the local Chino, Rialto-Colton, Lytle, and No Man's Land Basins. The FWC also has supplemental imported water that can be purchased from the Inland Empire Utilities Agency (IEUA) and

the San Bernadino Valley Municipal Water District (SBVMWD) for emergencies in the event that system demands exceed the production capacity of the FWC's groundwater wells. The FWC pumps ground water primarily from Chino Basin through its active wells with an Allowed Pumping Allocation of 15,275 AFY. The wells that are allowed usage by the FWC have a combined pumping capacity of approximately 39,459 AFY if operated continuously.

Based on current groundwater management practices in the Central Basin, the reliability of supplemental water purchased from SBVMWD for emergency use, including water conservation efforts from customers, a dry year or multiple dry year scenarios would not compromise the FWC's ability to provide a reliable supply of water to its customers. Additionally, recycled water facilities can be expanded upon through the planning horizon to meet demands for non-potable water. The existing water pipe infrastructure is sufficient to support new development and would not inhibit future development of new water infrastructure.

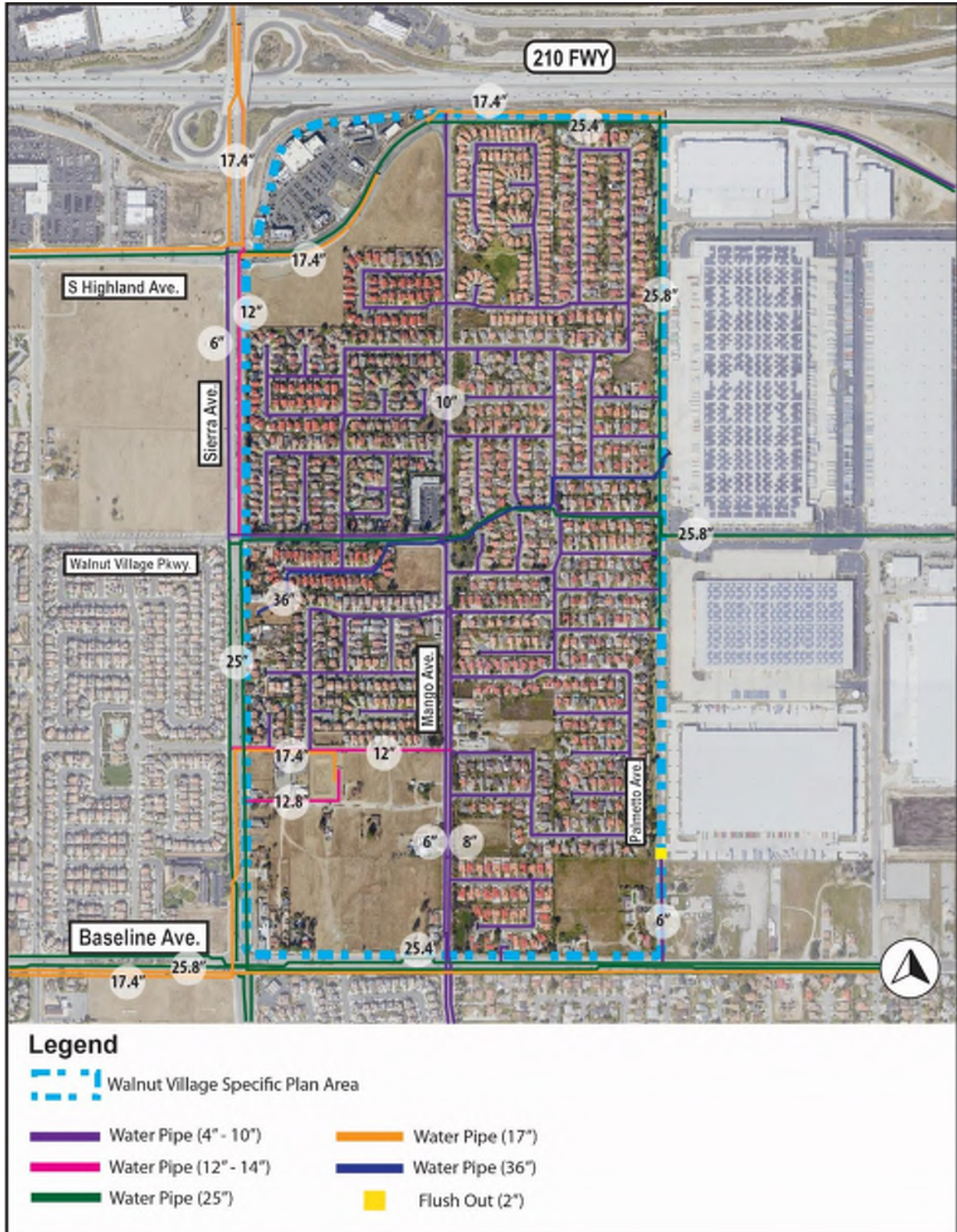


Exhibit 4-14: Domestic Water Infrastructure

4.4.2 Wastewater System

The wastewater system in the Walnut Village Specific Plan area is served by the City of Fontana Public Works Department, Utilities Division. The City has a sewer system that is composed of approximately 437 miles of pump stations and sewer lines. The project site contains an existing extensive network of sewer lines, which provides services to the existing developments in the Specific Plan area.

Exhibit 4-15: Wastewater Infrastructure below shows the existing sewer infrastructure in the Specific Plan area. Individual property sewer lines, or sewer laterals (4-in. diameter), are connected to larger sewer collection pipes (8-10 in. diameter). Some vacant lots have existing connections to the larger sewer collection pipes. The collector system primarily follows the footprint of the existing roadways. Wastewater from the collection sewer lines generally flow west and southwest towards interceptor pipes, which are treated at the adjacent water recycling facility. Sewer lines west of Mango Avenue flow east and southeast until reaching Mango Avenue. The wastewater is subsequently conveyed through Mango Avenue and out the Specific Plan area. There is also a sewer line south of Woodhill Street that has some wastewater flowing southeast, then south parallel to Palmetto Street and out of the Specific Plan area. Additionally, there is a sewer connection on the southwest portion of the Specific Plan area that connects to a sewer line running parallel to Sierra Avenue and intersects at Baseline Avenue. The said line on Baseline Avenue then diverges into east and west directions, with the eastern flow running parallel to the Specific Plan area then merging with the sewer line on Mango Avenue, which afterwards conveys wastewater out of the Specific Plan area.

The IEUA and City of Rialto assists the City of Fontana in providing wastewater treatment services for some residents under an Extra-Territorial Agreement (UWMP, 2015). Wastewater is conveyed primarily to the IEUA Regional Water Recycling Plant No. 4 (IEUA RP-4). Any additional wastewater is conveyed to the City of Rialto Wastewater Treatment Plant (WWTP). The IEUA RP-4 is located at 12811 6th Street in the City of Rancho Cucamonga, and the City of Rialto WWTP is located at 501 East Santa Ana Avenue in the City of Rialto. The IEUA RP-4 treats an average flow of 10 million gallons of wastewater per day (mgd) and has a treatment capacity of 14 mgd. In 2015, the Rialto WWTP collected 3,236 acre-feet of wastewater, and discharges approximately 7.0 mgd per day with a treatment capacity of 11.7 mgd.

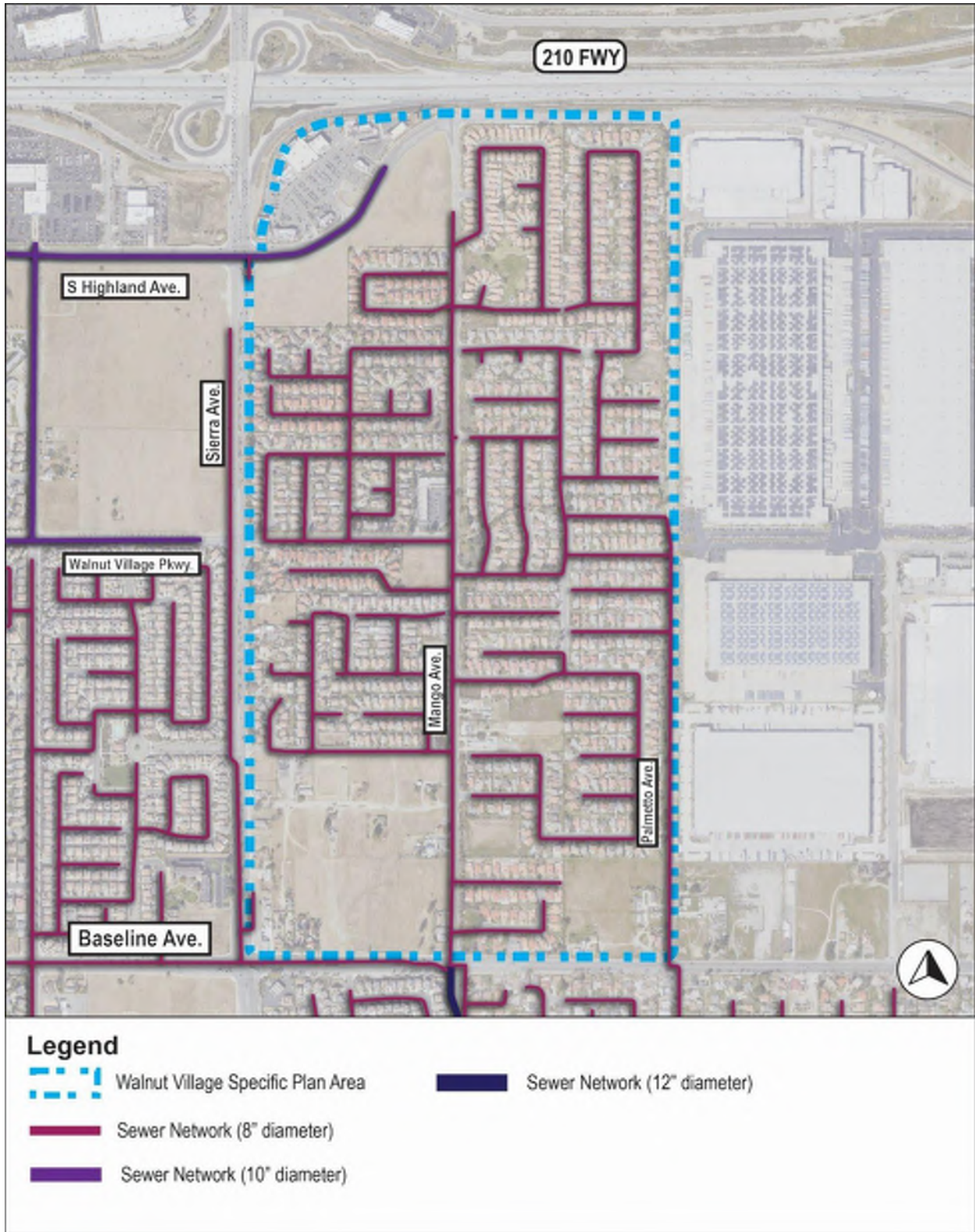


Exhibit 4-15: Wastewater Infrastructure

4.4.3 Storm Drain System

The City of Fontana Master Storm Drainage Plan provides guidance for establishing drainage systems and cost estimates of the infrastructure in the city. The stormwater management system in the Specific Plan area is largely characterized by overland surface flows into gutters and Type 1 catch basins (30 cubic feet) in onsite roadways, which in turn directly flows into an underground network of storm drains, as shown in *Exhibit 4-16: Stormwater Infrastructure* below.

The Specific Plan area storm drain system were initially developed with 12-inch pipes, which can accommodate peak flow rates from a 25-year flood event. The stormwater system was also constructed to accommodate 100-year flood events assuming a built-out scenario. Currently, stormwater from underground pipes of various sizes is gravity fed towards outlets located throughout the site and towards municipal catch basins located south of the Specific Plan area along Baseline Avenue. Stormwaters are also conveyed via V-ditches throughout the Specific Plan area.

Stormwater capacities vary, so future development will connect with existing stormwater drainage infrastructure to accommodate potential flood events. Additionally, there is no active stormwater detention or treatment currently undertaken in the Walnut Village Specific Plan area. However, the development plans to implement onsite water retention provisions such as permeable landscaping and open space provisions that can address stormwater flows.

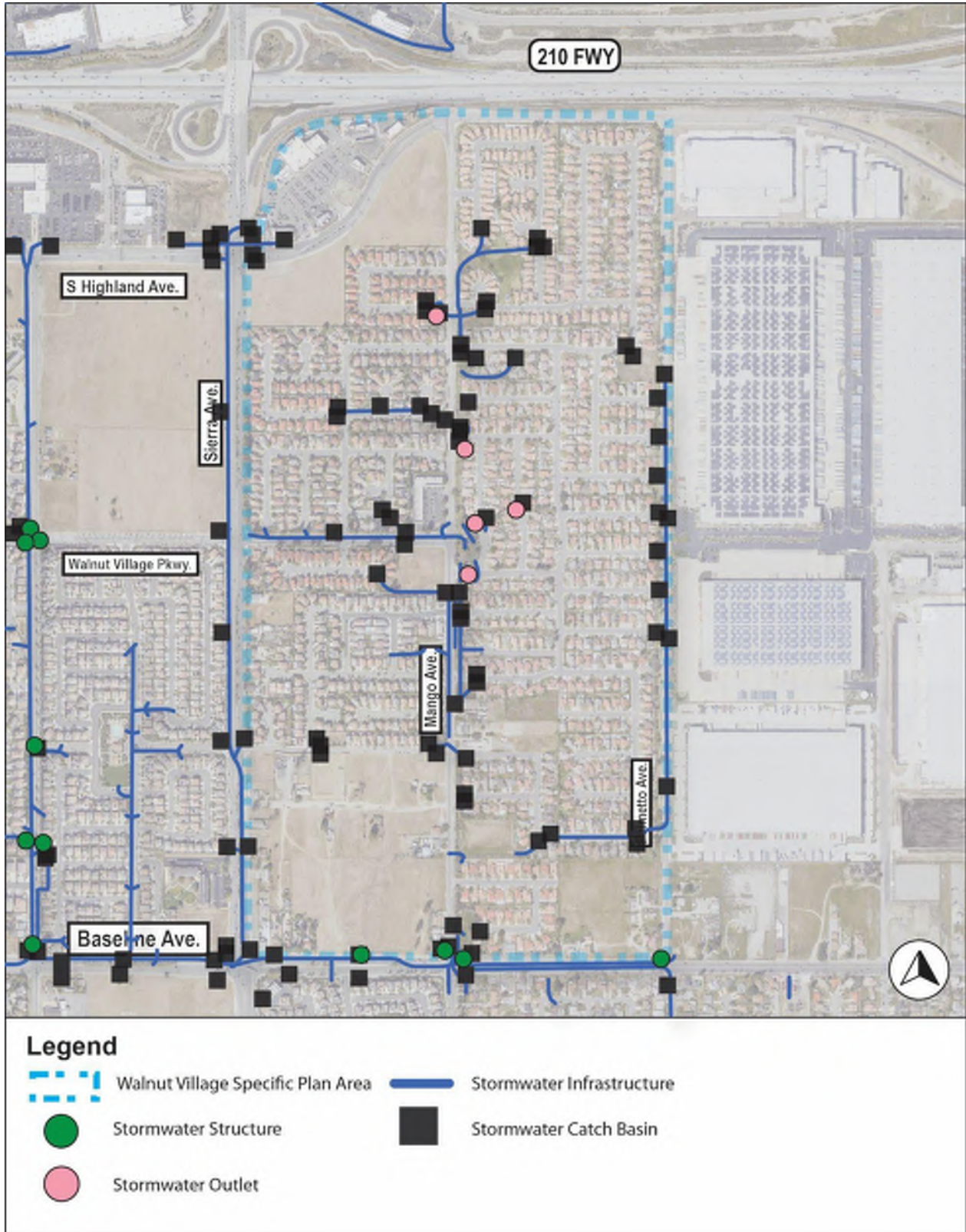


Exhibit 4-16: Stormwater Infrastructure

4.5 Design Concepts and Visualizations

The Specific Plan area requires supportive infrastructure to serve existing and planned land uses and activities. Infrastructure needs include energy, domestic potable water, wastewater, and stormwater drainage systems. The water and sewer system located within and adjacent to the Walnut Village Specific Plan area serves existing residences and businesses. The section below provides general key design features that are to be considered when developing the identified sub-districts in the Specific Plan area.

4.5.1 Key Design Features

A. Streetscape and Urban Design

Walnut Village will include a variety of residential housing types in community settings that reflect the neighborhood charm and structure reminiscent of the existing single-family communities in the Specific Plan area. The community is being design as a mix of family-oriented and active mixed-use developments clustered into identifiable sub-districts. The entire area will contain well-designed housing and nicely landscaped residential areas. Sub-districts with a commercial component will also be designed to complement the residential uses Each sub-district will be designed with its own unique identity and character.

The Specific Plan area sub-districts will be designed to promote interplay between streets and housing. Developments will be designed to have a strong relationship to the street. Residents should have direct views to the street and outdoor living space to enhance the sense of security and safety. One way to enhance security is to orient rooms, doors, and windows towards streets and public areas. Another way is to have homes “open up” to the street by incorporating architectural elements such as front stoops and porches.

To respect the existing single-family homes adjacent to the sub-districts, appropriate setbacks, stepbacks, and screening is necessary to avoid having direct sight lines into their backyards. This will provide privacy for lower density developments without having to feel too imposed on by higher density projects that get proposed in the identified sub-districts.

B. Public/Private Right of Way Integration

Exhibits 4-17 and 4-18 illustrates examples public right of way and the integration of it with the private right of way. Proposed projects in the Specific Plan area will be designed to promote integration of public and private rights of way. There should be an inclusion of public amenities between the private development and the public right of way to create a pedestrian oriented streetscape. Lighting, street furnishings, benches, and bollards are some examples that can be applied to achieve this. Physical links between the public and private right of way is also encouraged to promote pedestrian access and walkability.



Exhibit 4-17: Public Right of Way Conceptual – Cross Section



Exhibit 4-18: Public/Private Right of Way Conceptual – Local Streets

C. Landscape


Below is a list of approved plant materials for use within the Walnut Village Specific Plan area. Additional plant materials not listed in the below figures may be allowed by the City of Fontana Planning Department on a case-by-case basis during the review of a project. *Exhibits 4-19* through *Exhibit 4-21* provide examples of proposed plant materials that could be included in the landscape for potential projects.

Planting areas are to be integrated into each development area and with the design of buildings. Plant materials should be selected to enhance the appearance and enjoyment of the project and soften the effect of buildings and paving. The use of planting materials can also have the effect of screening between developments, to have an additional level of privacy between buildings.


Street Trees						
Botanical Name	Common Name	Ht. x Spk.	WUCOLS	Planter Width	Root Damage	Branch Strength
<i>Gejera parrifera</i>	Australian Willow	40' x 20'	Moderate	4'-7'	Low	Medium
<i>Jacaranda mimosifolia</i>	Jacaranda	50' x 15'-30'	Moderate	4'-7'	Moderate	Medium weak
<i>Platanus chinensis</i>	Chinese Platanus	40' x 25'-35'	Moderate	4'-7'	Low	Strong
<i>Platanus acerifolia</i> "Woodgold"	Woodgold Platanus	50' x 50'-75'	Moderate	>7'	Moderate	Strong
<i>Platanus racemosa</i> "Robert"	California Sycamore "Robert"	50' x 40'	Moderate	>7'	Moderate	Medium
<i>Prosopis glandulosa</i>	Honey Mesquite	40' x 25'-30'	Low	4'-7'	Low	Medium
<i>Quercus engelmannii</i>	Engelmann Oak	70' x 40'-120'	Low	>7'	Moderate	Strong
<i>Salix lasiolepis</i>	African Sumac	30' x 20'-30'	Low	4'-7'	Low	Medium
<i>Trochodendron araliifolium</i>	Tipo Tree	50' x 25'-50'	Moderate	>7'	Moderate	Medium weak
<i>Umbellularia californica</i>	California Bay	50' x 50'-75'	Moderate	>7'	Moderate	Strong
<i>Zelkova serrata</i>	Japanese Zelkova	70' x 50'-65'	Moderate	>7'	Moderate	Medium

Accent Trees						
Botanical Name	Common Name	Ht. x Spk.	WUCOLS	Planter Width	Root Damage	Branch Strength
<i>Abutilon thurberi</i>	Strawberry Tree	40' x 30'	Low	2'-4'	Low	Strong
<i>Cercis occidentalis</i>	Western Redbud	20' x 10'-20'	Low	2'-4'	Low	Medium
<i>Chionodoxa linearis</i>	Desert Willow	30' x 10'-20'	Low	2'-4'	Low	Medium
<i>Chiosma x lasiantheros</i>	Chiosma	30' x 30'	Low	4'-7'	Low	Medium weak
<i>Lagerstroemia indica</i>	Crape Myrtle	20' x 20'	Moderate	2'-4'	Low	Medium
<i>Parkinsonia x 'Desert Museum'</i>	Palm Verde	20' x 20'-25'	Low	2'-4'	Low	Medium


Screening Trees						
Botanical Name	Common Name	Ht. x Spk.	WUCOLS	Planter Width	Root Damage	Branch Strength
<i>Albizia julibrissin</i>	Fairy Pine	40'-60' x 20'-40'	Moderate	>7'	Low	Medium
<i>Leucis rostrata</i>	Big Laurel	40' x 10'-30'	Low	4'-7'	Moderate	Medium
<i>Lophospermum confertus</i>	Brisbane Box	50' x 10'-30'	Moderate	4'-7'	Moderate	Medium
<i>Pinus edulis</i>	Edinara Pine	30' x 15'-25'	Low	>7'	Moderate	Medium strong




Pinus edulis




Jacaranda mimosifolia



Gejera parrifera



Lagerstroemia indica



Albizia julibrissin

Exhibit 4-19: Proposed Plant Palette - Trees

Shrubs			
Botanical Name	Common Name	HT. x SPR.	WUCOLS
<i>Abutilon jubatum</i>	India Mallow	3'-5' x 3'-5'	Low
<i>Agave attenuata</i>	Fontana Agave	4'-5' x 5'-6'	Low
<i>Agave lophantha 'Quadricolor'</i>	Quadricolor Century Plant	1'-1.5' x 2'-2.5'	Low
<i>Agave parryi</i>	Parry's Agave	1'-2' x 2'-3'	Low
<i>Arctostaphylos 'John Dourley'</i>	John Dourley Manzanita	2'-3' x 5'	Low
<i>Artemisia 'Powis Castle'</i>	Powis Castle Artemisia	2'-3' x 3'-6'	Low
<i>Bubine frutescens</i>	Stalked Bubine	1'-1.5' x 1'-1.5'	Low
<i>Ceanothus 'Frosty Blue'</i>	Frosty Blue Ceanothus	8'-12' x 10'-15'	Low
<i>Dasylinon Wheeleri</i>	Desert Spoon	3'-5' x 4'-5'	Low
<i>Hesperaloe parviflora 'Papa'</i>	Snakelights Red Yucca	2'-3' x 2'-3'	Low
<i>Heteromeles arbutifolia</i>	Toyon	10' x 8'	Low
<i>Lavandula stoechas 'Silver Anouk'</i>	Spanish Lavender	1'-1.5' x 1.5'-2'	Low
<i>Leucophyllum frutescens</i>	Texas Sage	5'-8' x 4'-6'	Low
<i>Ligustrum japonicum 'Teianum'</i>	Waxleaf Privet	8'-10' x 4'-6'	Moderate
<i>Myrtus communis</i>	Common Myrtle	8'-12' x 8'-12'	Moderate
<i>Peristemon spp.</i>	Beard Tongue	2'-4' x 3'-4'	Low
<i>Phytolacca tenax</i>	New Zealand Flax	4'-6' x 4'-6'	Moderate
<i>Rapidochloa indica</i>	Indian Hawthorn	4'-6' x 4'-6'	Moderate
<i>Rhus integrifolia</i>	Lemonade Berry	4'-6' x 10'	Low
<i>Monneya coulteri</i>	Mallin Poppy	4'-6' x 8'-8'	Very low
<i>Salvia spp.</i>	Sage	5'-6' x 5'-6'	Low

Grasses			
Botanical Name	Common Name	HT. x SPR.	WUCOLS
<i>Arundo purpurea</i>	Purple Three Ann	1.5'-2' x 2'-2.5'	Low
<i>Rouletia gracilis 'Blonde Ambition'</i>	Blue Grama	35'-2.5' x 35'-1.5'	Low
<i>Carex spp.</i>	Sedge	1'-2' x 2'-3'	Low
<i>Festuca 'Siskyou Blue'</i>	Siskyou Blue Fescue	1'-1.5' x 1'-1.5'	Low
<i>Lomandra longifolia</i>	Lomandra	4'-6' x 8'-7'	Moderate
<i>Muhlenbergia capillaris</i>	Pink Muhly	4' x 3'	Low
<i>Muhlenbergia dubia</i>	Pink Muhly	2'-3' x 3'	Low
<i>Muhlenbergia lindheimeri</i>	Lindheimer's Muhly	3'-5' x 2'-4'	Moderate



Festuca 'Siskyou Blue'



Agave parryi



Peristemon spp.



Monneya coulteri



Phytolacca tenax



Muhlenbergia capillaris



Leucophyllum frutescens



Agave lophantha 'Quadricolor'



Lavandula stoechas 'Silver Anouk'



Agave attenuata

Groundcovers			
Botanical Name	Common Name	HT. x SPRL.	WUCOLS
<i>Acacia redolens</i> 'Low Boy'	Low Boy Boy	1'-2' x 10'-15'	Low
<i>Aptenia cordifolia</i> 'Red Apple'	Red Apple Ice Plant	5'-1' x 3'	Low
<i>Arctostaphylos</i> 'Pacific Mist'	Pacific Mist Manzanita	2'-2.5' x 10'	Low
<i>Baccharis pilularis</i>	Dwarf Coyote Brush	5'-2' x 5'-6'	Low
<i>Ceanothus griseus</i> 'Carmel Creeper'	Carmel Creeper California Lilac	1.5'-2.5' x 5'-15'	Low
<i>Diosanthemum speciosum</i>	Royal Dewflower	1' x 3'	Low
<i>Salvia mellifera</i> 'Jade Carpet'	Jade Carpet Carpet	2' x 5'	Low
<i>Salvia x 'Bee's Bliss'</i>	Bee's Bliss Sage	2' x 5'	Low
<i>Senecio serpens</i>	Blue Chalk Sticks	5'-1' x 2'-3'	Low
<i>Muehlenbeckia fruticosa</i> 'Morning Light'	Morning Light Light	3'-4' x 4'-5'	Low

Vines			
Botanical Name	Common Name	HT. x SPRL.	WUCOLS
<i>Bougainvillea</i>	Bougainvillea	5'-20' x 15'-40'	Low
<i>Lonicera hispidula</i>	Twin Berry	3'-20' x 6'-8'	Very low
<i>Muehlenbeckia complexa</i>	Mattress Vine	2'-3' x 8'-10'	Moderate
<i>Thunbergia alata</i>	Black-eyed Susan	3'-8' x 6'	Moderate














Exhibit 4-21: Proposed Plant Palette – Vines & Groundcover

D. Monumentation and Walkways

A Walnut Village monument signs are encouraged to be placed at the entrance to the Specific plan area as celebrated entry ways. This monument sign is likely to be placed at the entry of major street intersections, such as Sierra and Baseline Avenue or South Highland and Sierra Avenue. The sign will include the wording “Gateway Village” along with the City symbol located on the right of the signage wording. Most of the wall will either consist of real stone or manufactured stone or cobbles, and the remainder of the sign will be constructed of precast concrete. Cast letting will be pinned to the sign to ensure it cannot be easily taken off. The sign will be accented by shrubs and groundcover plantings described in the proposed plant materials, *Exhibits 4-20 and 4-21*. *Exhibits 4-22 through 4-24* provide examples of monumentation that would be appropriate for the Specific Plan area.

A hierarchy of walkways are also encouraged to provide easier navigation for residents through and around the site. The site plan concepts below illustrate different examples of walkway design throughout a site, with the core types of walkways being urban village edge, pedestrian perimeter, internal pedestrian edge, and internal village amenity walkways. *Exhibits 4-25 and 4-26* illustrate these different walkways.



Exhibit 4-22: Monumentation Signage Option #1

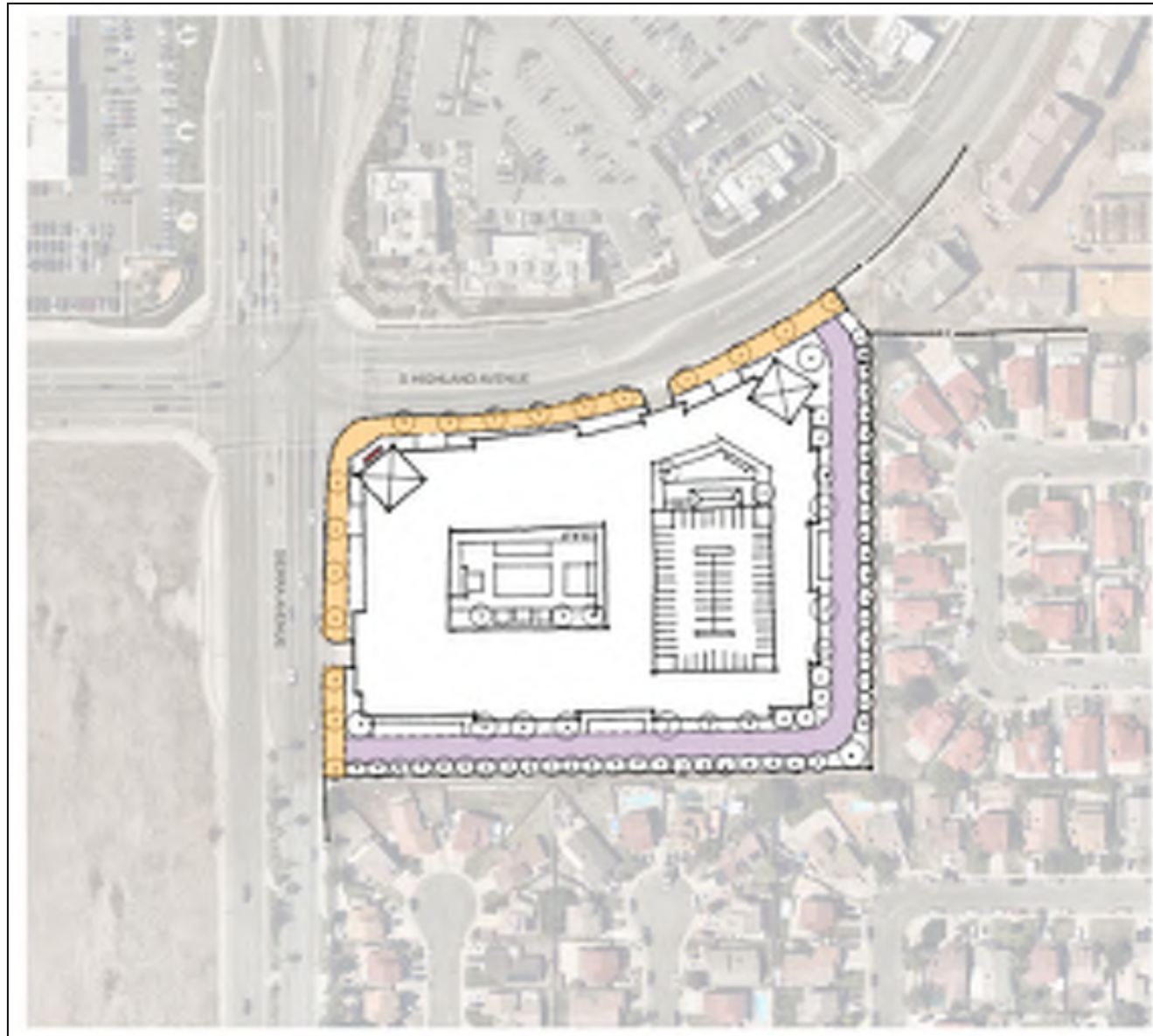


Exhibit 4-23: Monumentation Signage Option #2



Exhibit 4-24: Monumentation Signage Option #3

Exhibit 4-25 provides a conceptual of monumentation and walkway hierarchy in the Gateway North sub-district. The signage illustrated is facing towards the intersection of South Highland Avenue and Sierra Avenue. The urban village edge is situated in the public right of way. The pedestrian perimeter is located between the development and existing single-family homes to serve as a buffer along with providing safe access across the site.



LEGEND:

PATHWAYS:

- URBAN VILLAGE EDGE
10' MIN. WALK
- PEDESTRIAN PERIMETER
5' MIN. WALK

MONUMENTATION:

- CORNER ENCLAVE STORAGE

Exhibit 4-25: Monumentation and Walkway Hierarchy – Gateway North Sub-District

Exhibit 4-26 provides a conceptual of monumentation and walkway hierarchy in the Gateway South sub-district. The corner enclave signage illustrated is facing towards the intersection of Baseline Avenue and Sierra Avenue. More enclave signage is placed towards Micallef Street, Mango Avenue, and Baseline Avenue to provide additional access to the site. Park signage is placed in the north, northeast, and southeast areas of the site to provide an introduction to the open space component. The urban village edge walkway is situated in the public right of way to show the. The pedestrian perimeter walkway is located between the development and existing single-family homes to serve as a buffer along with providing safe access on the outer perimeter of the site. Internal village pedestrian and amenity walkways are provided to give internal access to the site and throughout.

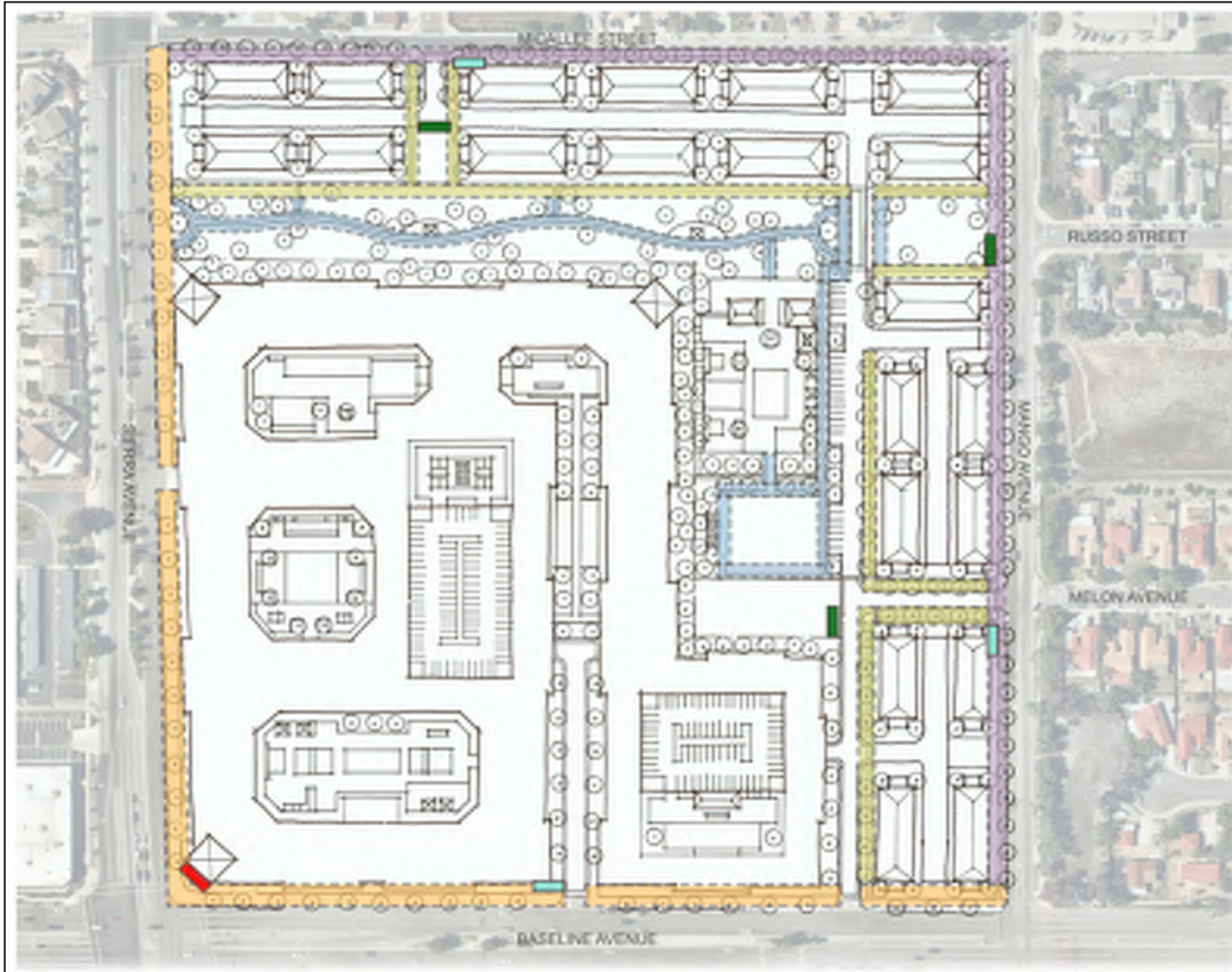


Exhibit 4-26: Monumentation and Walkway Hierarchy – Gateway South Sub-District

E. Site Planning Concepts and Visualizations

When designing projects in the Specific Plan area, it is important to be including features that complement the development and make it more livable. Chapter 6 provides more details on concepts that shall be considered when developing a project in Walnut Village. The figures below provide conceptual examples of possible site plans, which promotes the importance of plant materials, signage, and building placement. Important site planning concepts that are to be considered include:

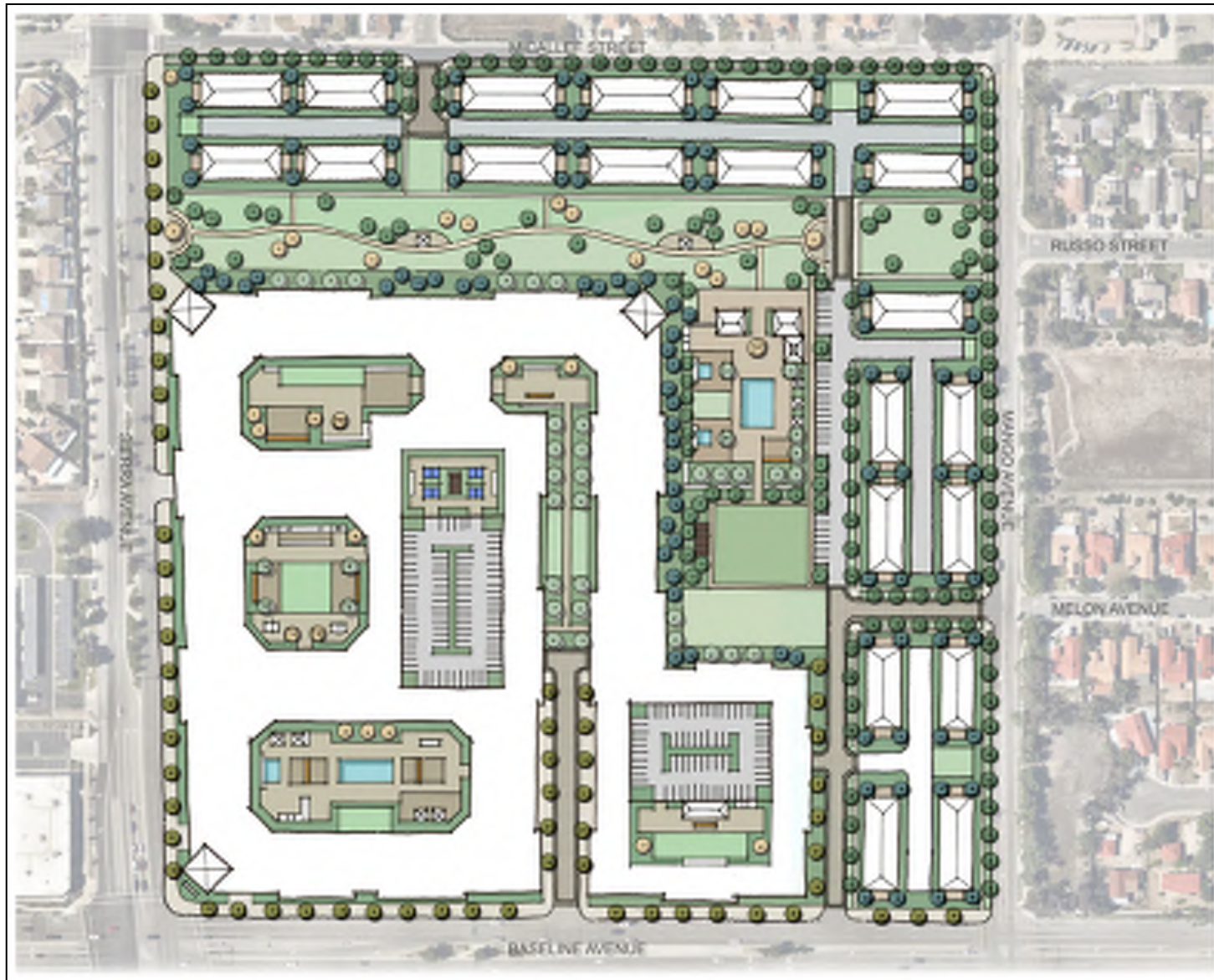
1. Provide physical linkages between land uses that promote walking and bicycling and provide alternatives to automobile use.
2. Encourage compact development that concentrates residential areas close to public amenities such as schools, parks, retail, recreation centers, etc.
3. Include a range of housing types and/or densities within each Sub-District in Walnut Village.
4. Incorporate sustainability practices in developing buildings and infrastructure.
5. Encourage design of landscape areas that can capture and direct stormwater runoff, particularly in open space, parks, and paseos.
6. Provide electric vehicle charging stations in multi-family developments to serve the growing EV community.
7. Screen more intense developments from the traditional single-family homes that are predominant in the Specific Plan area with appropriate setbacks, stepbacks, and landscaping.

Exhibit 4-27 illustrates a site plan concept that promotes a complimentary mix of residential and commercial opportunities along Sierra and South Highland Avenue. This site concept serves adjacent residents and takes advantage of its immediate access to the I-210 freeway. The site concept exhibits a high-density residential use with a commercial component and landscaping to buffer between this more intense development and existing single-family homes.



Exhibit 4-27: Site Plan Concept – Gateway North Sub-District

Exhibit 4-28 shows a conceptual site plan of the Gateway South sub-district. This site concept promotes the development of a mix of complimentary uses, including commercial and higher density residential uses. The outer section of the site plan contains medium density developments that serve as a buffer between the existing single family neighborhoods and high density development in the southwest corner of the sub-district. Additionally, there is an open space component in the middle of the site for residents to enjoy and improve the quality of life in the neighborhood. A pedestrian walking path is also included to allow easier access between the internal areas of the site and access to the public right of way.



F. Elevation and Public Architectural Amenities

Exhibit 4-29 and *Exhibit 4-30* provide elevation illustrations showing the amount of distance that should be provided in the streetscape in the Gateway North and Gateway South Sub-districts. While Gateway East is not pictured, a similar design shown in the Gateway North sub-district can be applied on Baseline Avenue. Mixed-use and multifamily projects should have proper setbacks and stepbacks from the street. This is to provide an open feel for pedestrians and prevent sight lines into single family homes that are adjacent to the development and across the street.

Exhibit 4-31 illustrates the type of architectural elements and furniture designs that should be implemented when designing the site. Further guidelines regarding said designs will be addressed in the Design Guidelines chapter of the Specific Plan.

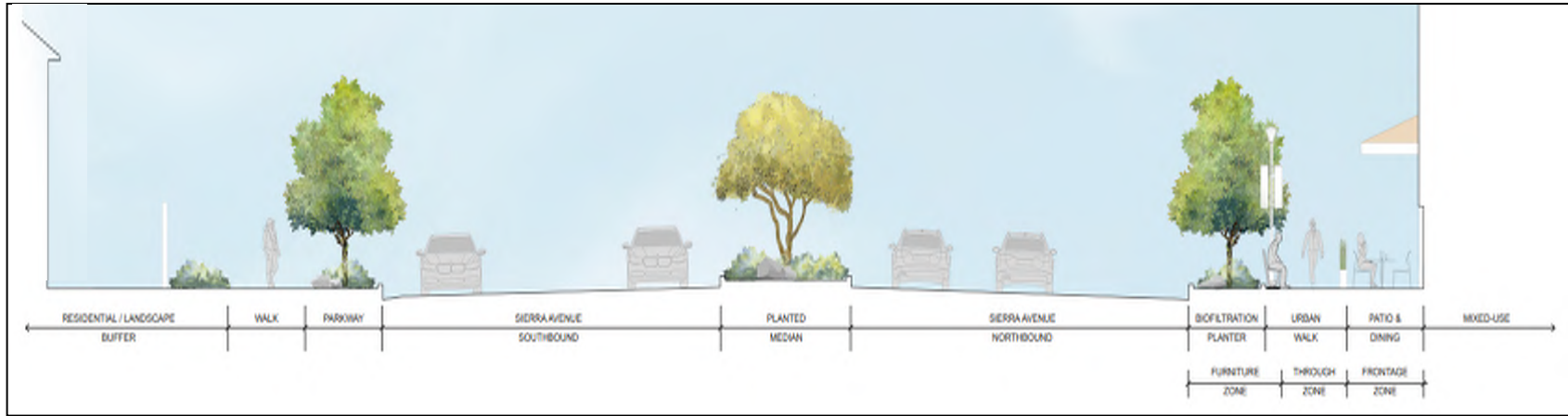


Exhibit 4-29: Conceptual Site Elevations – Gateway North Sub-District

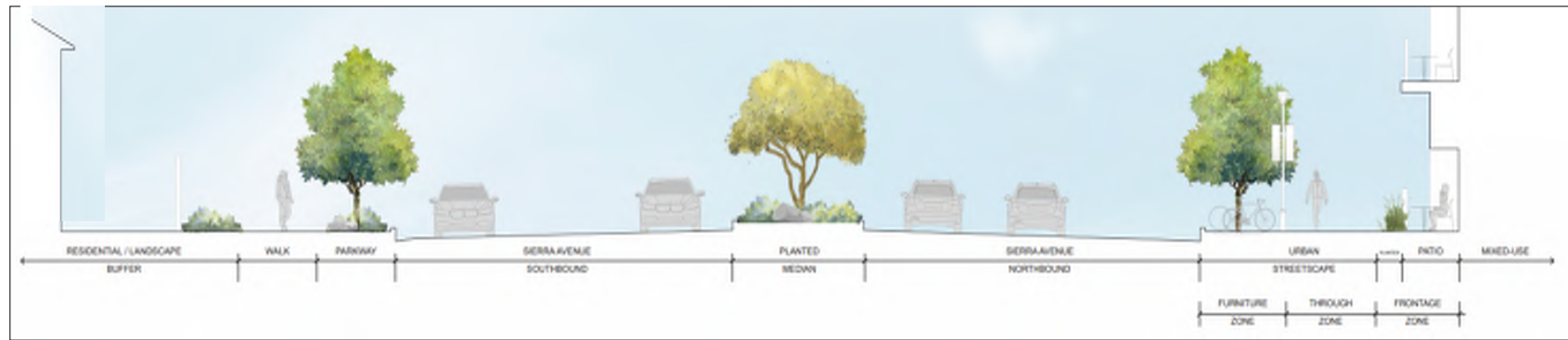


Exhibit 4-30: Conceptual Site Elevations – Gateway South Sub-District

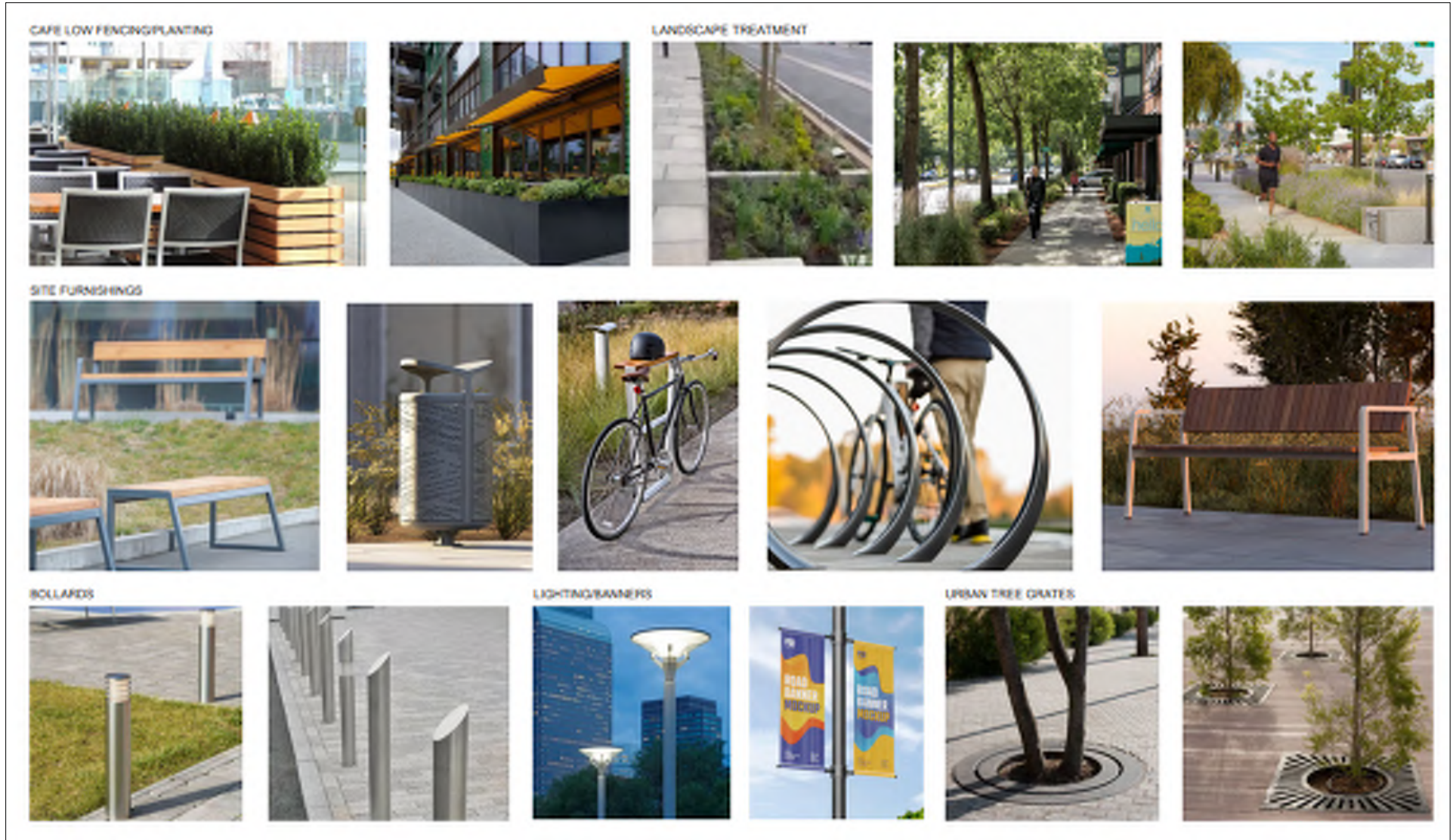


Exhibit 4-31: Architectural Imagery and Design Features



FONTANA
CALIFORNIA

Chapter Five

Land Use and Development Standards



Chapter 5.0: Land Use and Development Standards

5.1 Intent and Authority.

This Chapter provides land use development standards and provisions the govern permitting of all land uses and activities within the Walnut Village Specific Plan. The development standards and provisions contain herein shall apply to all development applications, permits or other activities requiring approval of the City of Fontana.

5.2 Purpose.

This Chapter establishes standards and provisions for all land use sub-districts within the Walnut Village Specific Plan. The provisions contained in the Chapter are intended to implement the goals of the Walnut Village Specific Plan. These goals include:

1. Vibrant, Mixed Use, Multimodal Environment
2. Enhanced Connectivity
3. Promote a Well-Balanced Community
4. High Quality of Life Developments
5. Increase Economic Development Opportunities
6. Connected Circulation with Public Transit
7. Promote Community/Culture/Character/Heritage

5.3 General Standards and Provisions.

A. Minimum Standards. The land use and development standards contained herein are minimum requirements. In reviewing individual projects requiring discretionary approval, more restrictive standards or conditions may be applied if deemed necessary to accomplish the goals and objectives of this Specific Plan.

B. Applicability of Development Standards and Design Criteria. The land use and development standards contained in this Chapter shall apply to all new development, including additions to buildings and changes in use, as provided for in Chapter 7 *Implementation and Administration*. The Design Guidelines contained in Chapter 6 shall supplement the development standards.

C. Density and Intensity Standards. The minimum and maximum permitted number of dwelling units per adjusted gross acre (density) and intensity standards are shown in *Table 5-1: Development Plan Land Use Summary*.

Table 5-1: Development Plan Land Use Summary

Specific Plan Sub-District	Acres (ac)	Primary Uses	Density Range (du/ac)	Max Intensity (FAR) ¹
Gateway North – (GN)	6.03 ac	Mixed Use, Commercial	24.1 – 39 du/ac	Up to 0.5 FAR
Gateway Residential 4 – (GR4)	4.15 ac	Residential	9 to 15 du/ac	N/A
Gateway South – (GS)	37.10 ac	Mixed Use, Commercial, High-Density Residential	39.1 – 50 du/ac	0.5 – 1.0 FAR
Gateway East – (GE)	5.28 ac	Mixed Use, Neighborhood Commercial, Residential	12 – 24 du/ac	Up to 0.5 FAR
Gateway Residential 1 – (GR1)	181.47 ac	Residential	Up to 4.5 du/ac	N/A
Gateway Residential 2 – (GR2)	84.60 ac	Residential	Up to 4.5 du/ac	N/A
Gateway Residential 3 – (GR3)	6.57 ac	Residential	Up to 4.5 du/ac	N/A
Gateway Commercial – (GC)	1.80 ac	Commercial	N/A	Up to 0.5 FAR
Highland Village – (HV)	11.01 ac	Commercial	N/A	N/A

¹ = FAR only applies to the commercial component of a project.

D. Adoption of the Specific Plan Land Use Map. The Specific Plan land use map shall depict all legal parcels subject to the requirements of the Walnut Village Specific Plan.

E. Consistency with the Fontana Municipal Code and General Plan. The Walnut Village Specific Plan shall provide consistency with the Fontana General Plan.

1. The Walnut Village Specific Plan shall maintain consistency with the goals and policies of the General Plan.
2. The Walnut Village Specific Plan establishes development standards that regulate land uses and activities through incorporation by reference into the Fontana Municipal Code (FMC).

F. Interpretation. The Walnut Village Specific Plan is a regulating document approved by the Fontana City Council. In some cases, provisions in the Specific Plan may conflict with standards and provisions in the Fontana Municipal Code.

Any standards or provisions that conflict with the Fontana Municipal Code shall defer to the Specific Plan, unless explicitly stated in the Chapter. If any standards or provisions are subject to interpretation, the Director of Planning, or designee are granted authority to interpret any requirement in the Specific Plan.

G. Applicability of Other Provisions. Other requirements or provisions that govern projects and activities in the Specific Plan area such as local, State, and Federal are not exempt by the adoption of this Specific Plan. All applicable standards, provisions, and requirements, in addition to the requirements that are not governed by this Specific Plan, shall remain in effect.

5.4 Definitions.

The Walnut Village Specific Plan’s definitions for land uses and activities shall be consistent with the definitions described in Definitions section of the Fontana Municipal Code, in addition to the following.

1. **“Multi-modal”** shall mean different modes, modalities, or ways of traveling between various destinations or points.
2. **“Visitor-serving”** shall mean a description for a development or facility that provides accommodations and development targeting visitors such as food, recreation services, short-term rentals, shopping or amusement centers, and etc.

5.5 Establishment of Land Use Sub-Districts.

The Walnut Village Specific Plan establishes seven distinct land use sub-districts that provide specific standards and provisions to implement the purpose and intent for each sub-district. The Plan includes sub-districts for the existing commercial, residential, public facility, and open space uses within the Specific Plan area.

1. Standards and Provisions applicable for each land use Sub-District shall identify minimum requirements.
2. Proposed developments and improvements shall also be subject to described in Chapter 6 of this Specific Plan.

A. Purpose and Intent of Land Use Sub-Districts. The nine sub-districts within the Walnut Village Specific Plan are shown in *Figure 5-1: Specific Plan Sub-Districts*.

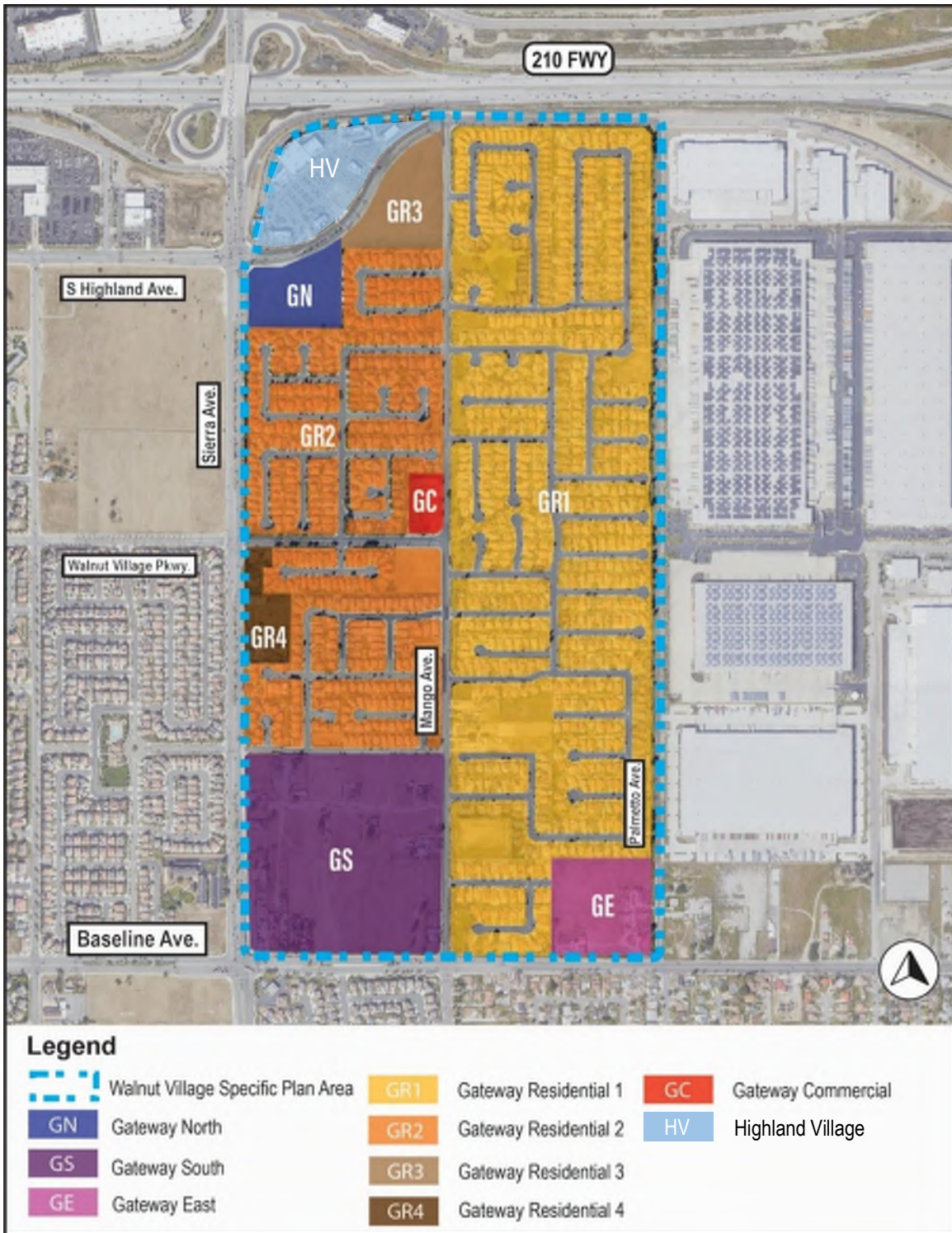


Figure 5-1: Specific Plan Sub-Districts

B. Gateway North Sub-District. *Figure 5-2: Gateway North Sub-District* shows the sub-district located at South Highland & Sierra Avenue. The intent of the sub-district is to create and promote a mixed-use (commercial and residential) district that is complimentary to adjacent commercial and residential land uses.



Figure 5-2: Gateway North Sub-District

C. Gateway Residential 4 Sub-District. *Figure 5-3: Gateway Residential 4 Sub-District* shows the sub-district located at the Sierra Avenue Corridor. The intent of the sub-district area is to encourage quality and diverse residential opportunities along the Sierra Avenue Corridor. The sub-district seeks to complement existing single-family uses by integrating existing uses such as new single- and multi-family residences.



Figure 5-3: Gateway Residential 4 Sub-District

D. Gateway South Sub-District. *Figure 5-4: Gateway South Sub-District* shows the sub-district located at Sierra Avenue & Baseline Avenue. The intent of the sub-district area is to promote the development of a mix of complementary uses, including commercial, office, and higher density residential uses. The area is intended to establish a mixed-use, pedestrian-oriented community through the establishment of higher density residential, and pedestrian-friendly street improvements.



Figure 5-4: Gateway South Sub-District

E. Gateway East Sub-District. *Figure 5-5: Gateway East Sub-District* shows the sub-district located at Baseline Avenue & Palmetto Avenue. The intent of the sub-district area is to promote limited commercial retail and a variety of medium to high density residential opportunities. As an eastern gateway and primary corridor of the City of Fontana, it is intended to serve as a node for mixed uses with a focus on locally-serving commercial retail and medium- to high-density residential opportunities.



Figure 5-5: Gateway East Sub-District

F. Gateway Residential 1 Sub-District. *Figure 5-6: Gateway Residential 1 Sub-District* shows the sub-district located between Mango Avenue and Palmetto Avenue corridors. The intent for this sub-district is to preserve the existing housing stock in the area, and to complement the new development and activities in the vacant and underutilized portions of the Specific Plan area.

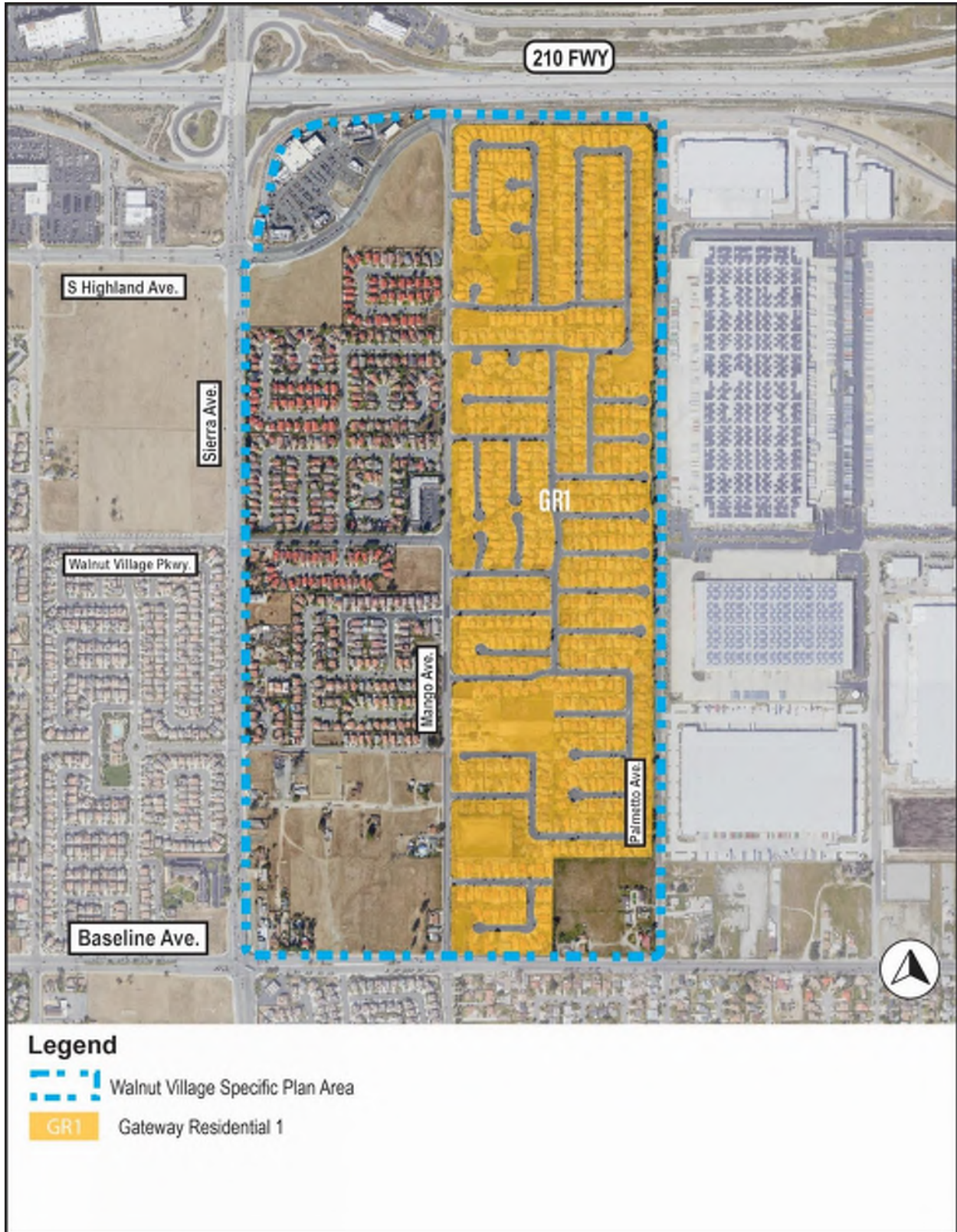


Figure 5-6: Gateway Residential 1 Sub-District

G. Gateway Residential 2 Sub-District. *Figure 5-7: Gateway Residential 2 Sub-District* shows the sub-district located on both sides of the Walnut Village Parkway corridor. The intent of this sub-district is to preserve the existing housing stock in the area, and to complement new development and activities in adjacent areas of the Specific Plan.



Figure 5-7: Gateway Residential 2 Sub-District

H. Gateway Residential 3 Sub-District. *Figure 5-8: Gateway Residential 3 Sub-District* shows the sub-district located along the South Highland Avenue corridor. This sub-district currently has been developed with multi-family development. The intent of this district is to serve as a buffer between existing commercial and residential land uses.



Figure 5-8: Gateway Residential 3 Sub-District

I. Gateway Commercial Sub-District. *Figure 5-9: Gateway Commercial Sub-District* shows the sub-district located along the Mango Avenue corridor. This sub-district provides convenience commercial use which serves the Specific Plan areas residents, as well as providing limited job opportunities within the Walnut Village area.

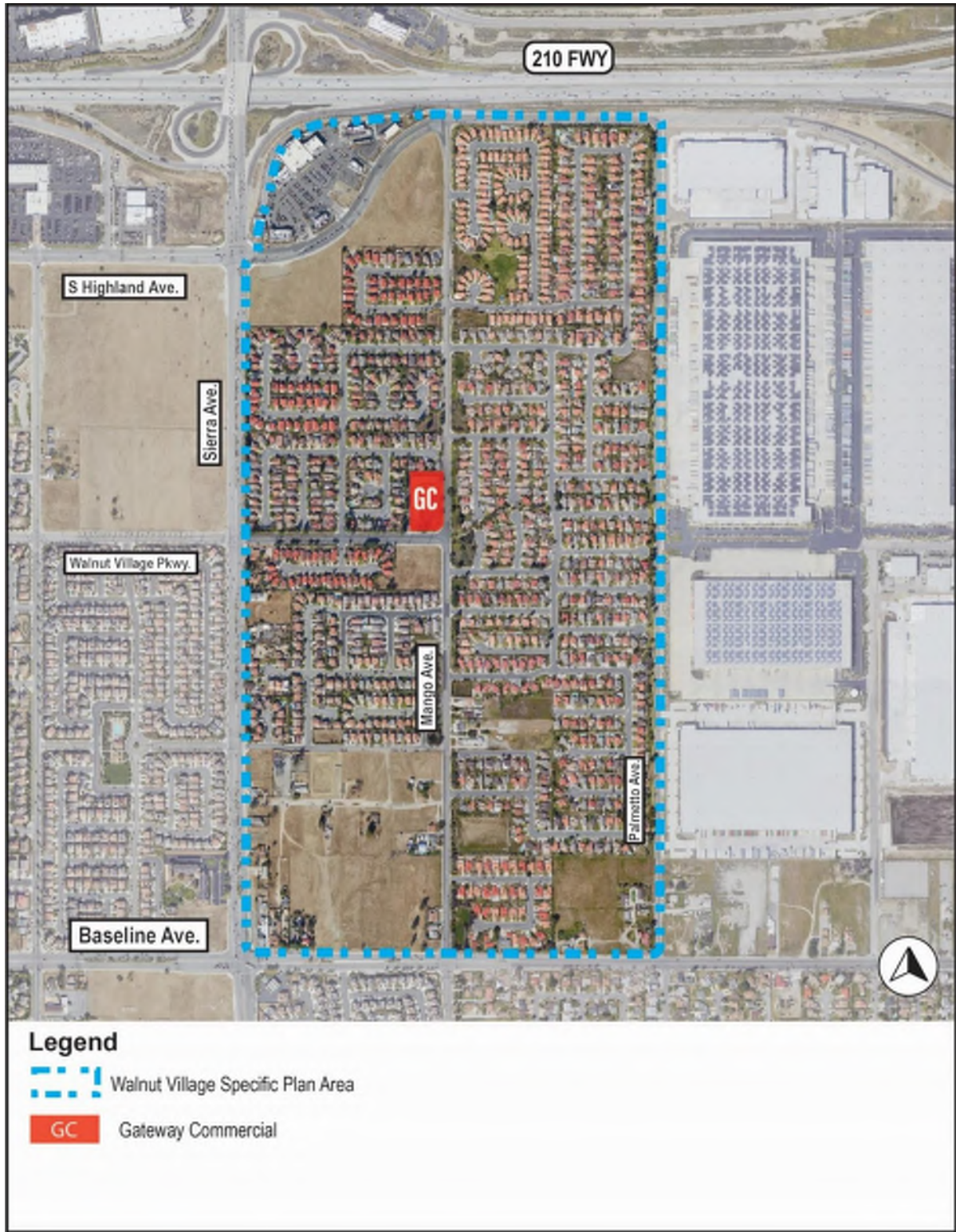


Figure 5-9: Gateway Commercial Sub-District

J. Highland Village Sub-District. *Figure 5-10: Highland Village Sub-District* shows the sub-district between South Highland Avenue and the 210 Freeway. This sub-district provides a range of commercial uses, including retail, restaurants and service-based businesses serving residents in the area as well as passersby via the 210 Freeway.



Figure 5-10: Highland Village Sub-District

5.6 Land Use and Development Standards.

- A. General Development Standards for Land Use Sub-Districts.** This section provides the land use and development standards applicable to each land use sub-district within the Walnut Village Specific Plan.
- B. Standards and Provisions.** Standards and provisions shall govern all land uses and activities within the Specific Plan. Applicable standards and provisions of the Fontana Municipal Code shall also apply.

Gateway North (GN) Mixed Use Sub-District Development Standards. Applicable development standards for the Gateway North Mixed Use Sub-District are indicated in *Table 5-2* below.

Table 5-2: Gateway North (GN) Mixed Use Sub-District Development Standards		
Lot Dimensions, Building Height, and Maximum Intensity/Density		
Feature	Standard/Requirement	Notes
Minimum Lot Size	3 Acres	Applies only to new parcels being created
Maximum Lot Size	None	Applies only to new parcels being created
Minimum Width	250 Feet	
Minimum Depth	300 feet	
Density Range(du/ac)	24.1 to 39.0 du/ac	
Minimum Residential Dwelling Unit Sizes		
One Bedroom	600 Square Feet	Plus 100 square feet for each bedroom in excess of three.
Two Bedroom	800 Square Feet	
Three Bedroom	900 Square Feet	
Floor Area Ratio – Minimum	1.0	
Floor Area Ratio - Maximum	2.0	
Building Height – Maximum (Feet)	55 Feet	
Building Separation – Minimum (Feet)	10 Feet	
Off-Street Parking and Loading		See Section 5.12 of this Chapter.
The Gateway North (GN) Sub-District requires mixed use development. All first-floor components shall be commercial land uses.		
BUILDING SETBACKS - FRONT		
Abutting Major Highways	15 Feet	
Abutting Primary Highways	15 Feet	
Abutting Secondary or Collector Streets	15 Feet	
Abutting Local Streets	15 Feet	
BUILDING SETBACKS - SIDE AND REAR		
Abutting Residential or Mixed-Use Zone	25 Feet	30 Feet when exceeding 2 stories plus 5 feet for every story above 3.
Abutting All Other Zones	None	
PARKING AREA AND DRIVE AISLE SETBACKS		
Abutting Major Highways	10 Feet	
Abutting Primary Highways	10 Feet	

Table 5-2: Gateway North (GN) Mixed Use Sub-District Development Standards		
Lot Dimensions, Building Height, and Maximum Intensity/Density		
Feature	Standard/Requirement	Notes
Abutting Secondary, or Collector Street	15 Feet	
Abutting Local Street	15 Feet	
PARKING AREA SIDE AND REAR SETBACKS		
Abutting Freeways	25 Feet	
Abutting Residential Zone	10 Feet	
Abutting All Other Yard Areas	None	

Gateway Residential 4 (GR4) Sub-District. Applicable development standards for the Gateway Residential 4 Sub-District are indicated in *Table 5-3*.

Table 5-3: Gateway Residential 4 (GR4) Sub-District Development Standards		
Lot Dimensions, Building Height, and Maximum Intensity/Density		
Feature	Standard/Requirement	Notes
Minimum Lot Size	5,000 Square Feet	Applies only to new parcels being created
Maximum Lot Size	None	
Minimum Width	50 Feet	Applies only to new parcels being created
Minimum Depth	50 Feet	Applies only to new parcels being created
Density – Maximum (du/ac)	5.10 to 12.0 du/ac	
Minimum Residential Dwelling Unit Sizes		
One Bedroom	600 Square Feet	Plus 100 SQUARE FEET for each bedroom in excess of three.
Two Bedroom	800 Square Feet	
Three Bedroom	900 Square Feet	
Floor Area Ratio – Maximum	None	
Lot Coverage - Maximum	60 Percent	
Building Height – Maximum (Feet)	35 Feet/2 stories	
Off-Street Parking and Loading		See Section 5.12 of this Chapter.
BUILDING SEPARATION – MINIMUM (FEET)		
Side to Side	12 Feet	
Front to Front	25 Feet	
Rear to Rear	30 Feet	
Front to Side	20 Feet	
Side to Rear	30 Feet	
BUILDING SETBACKS		
Front	15 Feet	
Interior Side	5 Feet	
Street Side	10 Feet	
Rear	15 feet	

Gateway South (GS) High Mixed Use Sub-District. Applicable development standards for the Gateway South High Mixed Use Sub-District are indicated in *Table 5-4*.

Table 5-4: Gateway South (GS) High Mixed-Use Sub-District Development Standards		
Lot Dimensions, Building Height, and Maximum Intensity/Density		
Feature	Standard/Requirement	Notes
LOT SIZE		
Minimum	3 Acres	Applies only to new parcels being created
Maximum	None	
LOT DIMENSIONS		
Minimum Width	250 Feet	Applies only to new parcels being created
Minimum Depth	300 Feet	Applies only to new parcels being created
Density (du/ac)	39.1 – 50.0 du/ac	
Minimum Residential Dwelling Unit Sizes		
One Bedroom	600 square feet	Plus 100 square feet for each bedroom in excess of three.
Two Bedroom	800 square feet	
Three Bedroom	900 square feet	
Floor Area Ratio - Minimum	0.5	
Floor Area Ratio – Maximum	3.0	
Building Height – Maximum (Feet)	75 Feet	40 if located within 100 feet of existing single-family residential
Building Separation – Minimum (Feet)	10 Feet	
Off-Street Parking and Loading		See Section 5.12 of this Chapter.
Minimum Setbacks Required - Buildings		
BUILDING SETBACKS		
Abutting Major Highways	20 Feet	
Abutting Primary Highways	20 Feet	
Abutting Secondary or Collector Streets	15 Feet	
Abutting Local Streets	15 Feet	
Abutting Residential Zone	30 Feet	40 Feet when exceeding 3 stories plus 5 feet for every story above 3. Adequate screening must be provided.
Abutting All Other Zones	None	
Minimum Setbacks Required – Parking Areas		
PARKING AREA AND DRIVE AISLE SETBACKS		
Abutting Major Highways	20 Feet	
Abutting Primary Highways	20 Feet	
Abutting Secondary, or Collector Street	15 Feet	
Abutting Local Street	15 Feet	
SIDE AND REAR SETBACKS		
Abutting Residential Zone	10 Feet	
Abutting All Other Yard Areas	None	

Gateway East (GE) Mixed Use Sub-District. Applicable development standards for the Gateway East Mixed Use Sub-District are indicated in *Table 5-5*.

Table 5-5: Gateway East (GE) Mixed Use Sub-District Development Standards		
Lot Dimensions, Building Height, and Maximum Intensity/Density		
Feature	Standard/Requirement	Notes
LOT SIZE		
Minimum	1 Acre	Applies only to new parcels being created
Maximum	None	
LOT DIMENSIONS		
Minimum Width	None	
Minimum Depth	None	
Density – maximum (du/ac)	12.0 - 24.0 du/ac	
Minimum Residential Dwelling Unit Sizes		
One Bedroom	600 square feet	Plus 100 square feet for each bedroom in excess of three.
Two Bedroom	800 square feet	
Three Bedroom	900 square feet	
Floor Area Ratio – Maximum	1.0 FAR	
Lot Coverage - Maximum	None	
Building Height – Maximum (Feet)	55 Feet	
Building Separation – Minimum (Feet)	10 Feet	Applies to buildings on the same parcel/project site
Landscaping, Lighting, Walls		See Section 5.14 of this Chapter.
Off-Street Parking and Loading		See Section 5.12 of this Chapter.
Minimum Setbacks Required - Buildings		
BUILDING SETBACKS		
Abutting Major Highways	20 Feet	
Abutting Primary Highways	20 Feet	
Abutting Secondary or Collector Streets	15 Feet	
Abutting Local Streets	15 Feet	
BUILDING SETBACKS - SIDE AND REAR		
Abutting Residential Zone	20 Feet	30 feet when greater than 3 stories. 5 feet for every story above 3. Adequate screening must be provided.
Abutting All Other Zones	None	
Minimum Setbacks Required – Parking Areas		
PARKING AREA AND DRIVE AISLE SETBACKS		
Abutting Major Highways	20 Feet	
Abutting Primary Highways	20 Feet	
Abutting Secondary, or Collector Street	15 Feet	
Abutting Local Street	15 Feet	
SIDE AND REAR SETBACKS		
Abutting Residential Zone	10 Feet	
Abutting All Other Yard Areas	None	

Gateway Residential 1 (GR1) Sub-District. Applicable development standards for the Gateway Residential 1 Sub-District are indicated in *Table 5-6*.

Table 5-6: Gateway Residential 1 (GR1) Sub-District Development Standards		
Lot Dimensions, Building Height, and Maximum Intensity/Density		
Feature	Standard/Requirement	Notes
LOT SIZE		
Minimum	6,500 Square Feet	
Maximum	None	
LOT DIMENSIONS		
Minimum Width	60 Feet	
Minimum Depth	100 Feet	
Density – Maximum (du/ac)	4.5 DU/AC	
Minimum Residential Dwelling Unit Sizes		
One Story	1,200 Square Feet	
Two Story	1,200 Square Feet	
Lot Coverage - Maximum	35 Percent	
Building Height – Maximum (Feet)	35 Feet	
Building Separation – Minimum (Feet)	10 Feet	
Landscaping, Lighting, Walls	6 Feet Maximum Height	See Section 5.14 of this Chapter.
Off-Street Parking and Loading		See FMC for on-site parking and loading regulations.
Minimum Setbacks Required – Detached Single Family Buildings		
BUILDING SETBACKS		
Abutting Major Highways	25 Feet	
Abutting Primary Highways	25 Feet	
Abutting Secondary or Collector Streets	25 Feet	
Abutting Local Streets	25 Feet	
SIDE AND REAR SETBACKS		
Abutting Residential Zone	15 Feet Side 25 Feet Rear	
Abutting All Other Zones	15 Feet Side 25 Feet Rear	
SINGLE FAMILY PATIO AND ENCLOSED PATIO SETBACKS		
Rear	6 Feet	
Side	5 Feet	
SINGLE FAMILY ONE-STORY OPEN SIDED PATIOS OF 200 SQUARE FEET OR LESS*		
Rear	3 Feet	
Side	3 Feet	
SINGLE FAMILY BALCONY SETBACKS		
Rear	6 Feet	
Side	5 Feet	
Minimum Setbacks Required – Attached Single Family Buildings		
BUILDING SETBACKS		
Abutting Major Highways	20 Feet	
Abutting Primary Highways	20 Feet	

Table 5-6: Gateway Residential 1 (GR1) Sub-District Development Standards		
Lot Dimensions, Building Height, and Maximum Intensity/Density		
Feature	Standard/Requirement	Notes
Abutting Secondary or Collector Streets	20 Feet	
Abutting Local Streets	20 Feet	
SIDE AND REAR SETBACKS		
Abutting Residential Zone	15 Feet Side 25 Feet Rear	
Abutting All Other Zones	15 Feet Side 25 Feet Rear	
SINGLE FAMILY PATIO AND ENCLOSED PATIO SETBACKS		
Rear	6 Feet	
Side	N/A	
SINGLE FAMILY ONE-STORY OPEN SIDED PATIOS OF 200 SQUARE FEET OR LESS*		
Rear	3 Feet	
Side	3 Feet	
SINGLE FAMILY BALCONY SETBACKS		
Rear	6 Feet	
Side	N/A	
* = For one-story open sided detached patio covers of 200 square feet or less in R-1, R-2, and R-PC, the setback shall be no less than three feet to the rear property line and no less than three feet to the interior side property line.		

Gateway Residential 2 (GR2) Sub-District. Applicable development standards for the Gateway Residential 2 Sub-District are indicated in *Table 5-7*.

Table 5-7: Gateway Residential 2 (GR2) Sub-District Development Standards		
Lot Dimensions, Building Height, and Maximum Intensity/Density		
Feature	Standard/Requirement	Notes
LOT SIZE		
Minimum	6,500 Square Feet	
Maximum	None	
LOT DIMENSIONS		
Minimum Width	60 Feet	
Minimum Depth	100 Feet	
Density – Maximum (du/ac)	4.5 du/ac	
Minimum Residential Dwelling Unit Sizes		
One Story	1,200 Square Feet	
Two Story	1,200 Square Feet	
Lot Coverage - Maximum	35 Percent	
Building Height – Maximum (Feet)	35 Feet	
Building Separation – Minimum (Feet)	10 Feet	
Landscaping, Lighting, Walls	6 Feet Maximum Height	See Section 5.14 of this Chapter.
Off-Street Parking and Loading		See FMC for on-site parking and loading regulations.
Signage		See Section 5.13 of this Chapter.

Table 5-7: Gateway Residential 2 (GR2) Sub-District Development Standards		
Lot Dimensions, Building Height, and Maximum Intensity/Density		
Feature	Standard/Requirement	Notes
Trash Enclosures		See FMC for refuse storage area requirements.
Wireless Communication Facilities		See FMC for general requirements.
Minimum Setbacks Required – Detached Single Family Buildings		
BUILDING SETBACKS		
Abutting Major Highways	25 Feet	
Abutting Primary Highways	25 Feet	
Abutting Secondary or Collector Streets	25 Feet	
Abutting Local Streets	25 Feet	
SIDE AND REAR SETBACKS		
Abutting Residential Zone	15 Feet Side 25 Feet Rear	
Abutting All Other Zones	15 Feet Side 25 Feet Rear	
SINGLE FAMILY PATIO AND ENCLOSED PATIO SETBACKS		
Rear	6 Feet	
Side	5 Feet	
SINGLE FAMILY ONE-STORY OPEN SIDED PATIOS OF 200 SQUARE FEET OR LESS*		
Rear	3 Feet	
Side	3 Feet	
SINGLE FAMILY BALCONY SETBACKS		
Rear	6 Feet	
Side	5 Feet	
Minimum Setbacks Required – Attached Single Family Buildings		
BUILDING SETBACKS		
Abutting Major Highways	20 Feet	
Abutting Primary Highways	20 Feet	
Abutting Secondary or Collector Streets	20 Feet	
Abutting Local Streets	20 Feet	
SIDE AND REAR SETBACKS		
Abutting Residential Zone	15 Feet Side 25 Feet Rear	
Abutting All Other Zones	15 Feet Side 25 Feet Rear	
SINGLE FAMILY PATIO AND ENCLOSED PATIO SETBACKS		
Rear	6 Feet	
Side	N/A	
SINGLE FAMILY ONE-STORY OPEN SIDED PATIOS OF 200 SQUARE FEET OR LESS*		
Rear	3 Feet	
Side	3 Feet	
SINGLE FAMILY BALCONY SETBACKS		
Rear	6 Feet	
Side	N/A	

Table 5-7: Gateway Residential 2 (GR2) Sub-District Development Standards		
Lot Dimensions, Building Height, and Maximum Intensity/Density		
Feature	Standard/Requirement	Notes
* = For one-story open sided detached patio covers of 200 square feet or less in R-1, R-2, and R-PC, the setback shall be no less than three feet to the rear property line and no less than three feet to the interior side property line.		

Gateway Residential 3 (GR3) Sub-District. Applicable development standards for the Gateway Residential 3 Sub-District are indicated in *Table 5-8*.

Table 5-8: Gateway Residential 3 (GR3) Sub-District Development Standards		
Lot Dimensions, Building Height, and Maximum Intensity/Density		
Feature	Standard/Requirement	Notes
LOT SIZE		
Minimum	6,500 Square Feet	
Maximum	None	
LOT DIMENSIONS		
Minimum Width	60 Feet	
Minimum Depth	100 Feet	
Density – Maximum (du/ac)	4.5 du/ac	
Minimum Residential Dwelling Unit Sizes		
One Story	1,200 Square Feet	
Two Story	1,200 Square Feet	
Lot Coverage - Maximum	35 Percent	
Building Height – Maximum (Feet)	35 Feet	
Building Separation – Minimum (Feet)	10 Feet	
Landscaping, Lighting, Walls	6 Feet Maximum Height	See Section 5.14 of this Chapter.
Off-Street Parking and Loading		See FMC for on-site parking and loading regulations.
Minimum Setbacks Required – Detached Single Family Buildings		
BUILDING SETBACKS		
Abutting Major Highways	25 Feet	
Abutting Primary Highways	25 Feet	
Abutting Secondary or Collector Streets	25 Feet	
Abutting Local Streets	25 Feet	
SIDE AND REAR SETBACKS		
Abutting Residential Zone	15 Feet Side 25 Feet Rear	
Abutting All Other Zones	15 Feet Side 25 Feet Rear	
SINGLE FAMILY PATIO AND ENCLOSED PATIO SETBACKS		
Rear	6 Feet	
Side	5 Feet	
SINGLE FAMILY ONE-STORY OPEN SIDED PATIOS OF 200 SQUARE FEET OR LESS*		
Rear	3 Feet	
Side	3 Feet	
SINGLE FAMILY BALCONY SETBACKS		

Table 5-8: Gateway Residential 3 (GR3) Sub-District Development Standards		
Lot Dimensions, Building Height, and Maximum Intensity/Density		
Feature	Standard/Requirement	Notes
Rear	6 Feet	
Side	5 Feet	
Minimum Setbacks Required – Attached Single Family Buildings		
BUILDING SETBACKS		
Abutting Major Highways	20 Feet	
Abutting Primary Highways	20 Feet	
Abutting Secondary or Collector Streets	20 Feet	
Abutting Local Streets	20 Feet	
SIDE AND REAR SETBACKS		
Abutting Residential Zone	15 Feet Side 25 Feet Rear	
Abutting All Other Zones	15 Feet Side 25 Feet Rear	
SINGLE FAMILY PATIO AND ENCLOSED PATIO SETBACKS		
Rear	6 Feet	
Side	5 Feet	
SINGLE FAMILY ONE-STORY OPEN SIDED PATIOS OF 200 SQUARE FEET OR LESS*		
Rear	3 Feet	
Side	3 Feet	
SINGLE FAMILY BALCONY SETBACKS		
Rear	6 Feet	
Side	5 Feet	
* = For one-story open sided detached patio covers of 200 square feet or less in R-1, R-2, and R-PC, the setback shall be no less than three feet to the rear property line and no less than three feet to the interior side property line.		

Gateway Commercial (GC) Sub-District. Applicable development standards for the GC Sub-District are indicated in *Table 5-9*.

Table 5-9: Gateway Commercial (GC) Sub-District Development Standards		
Lot Dimensions, Building Height, and Maximum Intensity/Density		
Feature	Standard/Requirement	Notes
LOT SIZE		
Minimum	20,000 Square Feet	
Maximum	None	
LOT DIMENSIONS		
Minimum Width	100 Feet	
Minimum Depth	100 Feet	
Floor Area Ratio – Maximum	0.5 FAR	
Lot Coverage - Maximum	50 Percent	
Building Height – Maximum (Feet)	50 Feet	
Building Separation – Minimum (Feet)	20 Feet Abutting Residential Zones None for All Other Zones	

Table 5-9: Gateway Commercial (GC) Sub-District Development Standards		
Lot Dimensions, Building Height, and Maximum Intensity/Density		
Feature	Standard/Requirement	Notes
Air Conditioning, Mechanical Roof and Utility Equipment		All equipment shall be screened from view from the public right of way.
Landscaping, Lighting, Walls	20 Percent Minimum Landscaping	See Section 5.14 of this Chapter.
Off-Street Parking and Loading		See FMC for off-street parking and loading standards.
Signage		See Section 5.13 of this Chapter.
Trash Enclosures		See FMC for trash collection areas and recycling regulations.
Wireless Communication Facilities	Lines of 12 KV or Less Placed Underground	See FMC for general requirements.
Minimum Setbacks Required - Buildings		
BUILDING SETBACKS		
Abutting Major Highways	35 Feet	
Abutting Primary Highways	35 Feet	
Abutting Secondary or Collector Streets	25 Feet	
Abutting Local Streets	20 Feet	
SIDE AND REAR SETBACKS		
Abutting Residential Zone	20 Feet	
Abutting All Other Zones	None	
Minimum Setbacks Required – Parking Areas		
PARKING AREA AND DRIVE AISLE SETBACKS		
Abutting Major Highways	20 Feet	
Abutting Primary Highways	20 Feet	
Abutting Secondary, or Collector Street	15 Feet	
Abutting Local Street	15 Feet	
SIDE AND REAR SETBACKS		
Abutting Residential Zone	10 Feet	
Abutting All Other Yard Areas	None	
Landscaping, Lighting, Walls	10 Percent of Total Parking Area	See FMC for general landscaping requirements.

Highland Village (HV) Sub-District. Applicable development standards for the GC Sub-District are indicated in *Table 5-9*.

The development standards and design guidelines applicable to the Highland Village Sub-District shall be consistent with the development standards and design guidelines referenced in the Community Commercial (C-1) zoning district, as indicated in the Fontana Municipal Code.

5.7 Allowable Land Uses.

Table 5-10: Allowable Land Uses provides a comprehensive list of the City of Fontana’s zoning classifications and the allowed uses within each Sub-District. Ancillary uses for each Sub-District are also considered and permitted within *Table 5-10*. The “Notes” column indicates more precisely the use regulations for specific uses or operating characteristics. Should there be a use that is not defined in the table below, the Director of Planning or designee will have final authority in the decision of said use.



Fontana Walnut Village

Specific Plan

Table 5-10: Allowable Land Uses

Allowed land uses. The land uses and activities permitted by this Specific Plan, and the land use permit required to establish each use.
Prohibited land uses. Any table cell indicated an “-” symbol indicates that the listed land use is not permitted in that specific subdistrict. Any use not listed is thereby prohibited.

Allowable land uses for the **Highland Village (HV) Sub-District** shall be consistent with the allowable land uses for the Community Commercial (C-1) zone in the Fontana Municipal Code.

“P”= Permitted; “M” = Minor Use Permit; “C” = Conditional Use Permit, provisions subject to Conditional Use Permit regulation in Municipal Code; “-” = Not Permitted; “*” = Subject to special use regulations in this Chapter and Special Use Permit regulations Municipal Code.

Land Use or Activity	GN ²	GR4	GS ³	GE	GR1	GR2	GR3	GC	Notes
Residential Uses									
Single-Family Detached Dwelling	—	—	—	—	P	P	P	—	Existing single-family dwellings in the GN, GR4, GS and GE districts are subject to standards pertaining to non-conforming structures and land uses in the Fontana Municipal Code.
Single-Family Attached Dwelling	—	—	—	—	—	—	—	—	Existing single-family dwellings in the GN, GR4, GS and GE districts are subject to standards pertaining to non-conforming structures and land uses in the Fontana Municipal Code.
Multiple-Family Dwelling	P ²	P	P	P	—	—	—	—	
Senior Housing	M ²	M	M	M	C	C	C	M	
Accessory Dwelling Unit	—	P	P	P	P	P	P	—	
Junior Accessory Dwelling Units	—	—	—	—	P	P	P	—	
Accessory Uses and Activities									
Accessory Structures	—	P	—	—	P	P	P	—	

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Land Use or Activity	GN ²	GR4	GS ³	GE	GR1	GR2	GR3	GC	Notes
Animals, Small— Keeping and Raising	P*	P*	P*	P*	P*	P*	P*	P*	
Retail Sales and Services^{2,3}									
Alcohol for Off-Site Consumption	C	—	C	C	—	—	—	C	
Alcohol for On-Site Consumption	C	—	C	C	—	—	—	C	In connection with a sit-down restaurant only.
Bakery Goods Store	P	—	P	P	—	—	—	P	
Book Store	P	—	P	P	—	—	—	P	
Clothing Store	P	—	P	P	—	—	—	P	
Computer Store	P	—	P	P	—	—	—	P	
Convenience Store	P	—	P	P	—	—	—	P	
Discount Store	P	—	P	P	—	—	—	P	
Florist Shop	P	—	P	P	—	—	—	P	
Garden Furniture and Supplies Store	P*	—	P*	P*	—	—	—	P*	
Grocery, Fruit, Vegetable, Meat, Fish, Poultry, or Delicatessen Store,	C	—	C	C	—	—	—	P	
Hardware Store	P*	—	P*	P*	—	—	—	P*	
Hobby Supplies Store	P	—	P	P	—	—	—	P	

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Allowable land uses for the **Highland Village (HV) Sub-District** shall be consistent with the allowable land uses for the Community Commercial (C-1) zone in the Fontana Municipal Code.

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Land Use or Activity	GN ²	GR4	GS ³	GE	GR1	GR2	GR3	GC	Notes
Home Furnishing Store	P	—	P	P	—	—	—	P	
Ice Cream Store	P	—	P	P	—	—	—	P	
Interior Decorating Shop	P	—	P	P	—	—	—	P	
Liquor Store	C	—	C	C	—	—	—	C	
Micro-Brewery	C	—	C	C	—	—	—	—	
Novelties Store	P	—	P	P	—	—	—	P	
Pet Daycare	P	—	P	P	—	—	—	P	Overnight boarding not permitted.
Pet Shop	P	—	P	P	—	—	—	P	
Restaurant or Café, Sit Down	P*	—	P*	P*	—	—	—	—	
Restaurant or Café, Sit Down - With Entertainment and/or Dancing	C	—	C	C	—	—	—	—	
Restaurant or Café, Drive-Thru	—	—	—	—	—	—	—	—	
Restaurant or Café, Take Out	P	—	P	P	—	—	—	—	
Secondhand Store	P	—	P	P	—	—	—	—	
Shoe Store	P	—	P	P	—	—	—	—	

Table 5-10: Allowable Land Uses

Allowed land uses. The land uses and activities permitted by this Specific Plan, and the land use permit required to establish each use.

Prohibited land uses. Any table call indicated an “-” symbol indicates that the listed land use is not permitted in that specific subdistrict. Any use not listed is thereby prohibited.

Allowable land uses for the **Highland Village (HV) Sub-District** shall be consistent with the allowable land uses for the Community Commercial (C-1) zone in the Fontana Municipal Code.

“P”= Permitted; “M” = Minor Use Permit; “C” = Conditional Use Permit, provisions subject to Conditional Use Permit regulation in Municipal Code; “-” = Not Permitted; “*” = Subject to special use regulations in this Chapter and Special Use Permit regulations Municipal Code.

Land Use or Activity	GN ²	GR4	GS ³	GE	GR1	GR2	GR3	GC	Notes
Smoke/Tobacco Shop and Vape Shop	C	—	C	C	—	—	—	—	
Sporting Goods Store	P	—	P	P	—	—	—	—	
Tattoo Establishments	P*	—	P*	P*	—	—	—	—	
Business and Professional Offices	P	—	P	P	—	—	—	—	
Art Gallery	P	—	P	P	—	—	—	P	
Financial Institution	P	—	P	P	—	—	—	P	
Clinic, Medical or Dental, Acupuncture	P	—	P	P	—	—	—	P	
Convention Centers	P	—	P	P	—	—	—	—	
Optician	P	—	P	P	—	—	—	P	
Pharmacy	P	—	P	P	—	—	—	P	
Studio (without transmitter)	P	—	P	P	—	—	—	P	
Studios for Professional Work or Teaching of Any Form of Fine Art	P	—	P	P	—	—	—	P	
Service Establishments^{2,3}									
Animal Hospital	C	—	C	C	—	—	—	M	

Table 5-10: Allowable Land Uses

Allowed land uses. The land uses and activities permitted by this Specific Plan, and the land use permit required to establish each use.

Prohibited land uses. Any table call indicated an “-” symbol indicates that the listed land use is not permitted in that specific subdistrict. Any use not listed is thereby prohibited.

Allowable land uses for the **Highland Village (HV) Sub-District** shall be consistent with the allowable land uses for the Community Commercial (C-1) zone in the Fontana Municipal Code.

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Land Use or Activity	GN ²	GR4	GS ³	GE	GR1	GR2	GR3	GC	Notes
Assembly/Meeting Hall For, Private Clubs, Religious Services, or Similar Uses	C	C	C	C	C	C	C	C	
Automobile Fueling Station	—	—	—	—	—	—	—	C	
Barber or Beauty Salon	P	—	P	P	—	—	—	P	
Clothing Cleaners	P*	—	P*	P*	—	—	—	P*	
Clothing and Costume Rental Establishment	P	—	P	P	—	—	—	P	
Community Care Facility	C	—	C	C	—	—	—	C	
Community Center	C	—	C	C	—	—	—	C	
Convalescent Hospital	C	—	C	C	—	—	—	M	
Copying, Packing and Mailing Services	P	—	P	P	—	—	—	P	
Day Care—Commercial	M	—	M	M	—	—	—	P	
Day Care—Commercial (24-hour)	C	—	C	C	—	—	—	—	
Equipment Rental	P*	—	P*	P*	—	—	—	—	

Table 5-10: Allowable Land Uses

Allowed land uses. The land uses and activities permitted by this Specific Plan, and the land use permit required to establish each use.

Prohibited land uses. Any table call indicated an “-” symbol indicates that the listed land use is not permitted in that specific subdistrict. Any use not listed is thereby prohibited.

Allowable land uses for the **Highland Village (HV) Sub-District** shall be consistent with the allowable land uses for the Community Commercial (C-1) zone in the Fontana Municipal Code.

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Land Use or Activity	GN ²	GR4	GS ³	GE	GR1	GR2	GR3	GC	Notes
Fortune-Telling	P	—	P	P	—	—	—	P	
Hospitals	M	—	M	M	—	—	—	—	
Hotels	C	—	C	C	—	—	—	—	
Laundromat, Self Service	P	—	P	P	—	—	—	P	
Masseur or Masseuse, Day Spa, Acupressure	C	—	C	C	—	—	—	—	
Self-Storage Facility	C	—	C	C	—	—	—	—	
Library	P	—	P	P	—	—	—	P	
Museums	P	—	P	P	—	—	—	P	
Motel	C	—	C	C	—	—	—	—	
Nightclub	—	—	—	—	—	—	—	—	
Parks	P	—	P	P	—	—	—	P	
Photographer	P	—	P	P	—	—	—	P	
Printer, Blueprint Shop	P	—	P	P	—	—	—	—	
Private Schools	C	—	C	C	—	—	—	C	
Public Utility Structures and Facilities	M	—	M	M	—	—	—	M	
Schools Such as Business Colleges, Music Conservatories,	P	—	P	P	—	—	—	P	

Table 5-10: Allowable Land Uses

Allowed land uses. The land uses and activities permitted by this Specific Plan, and the land use permit required to establish each use.

Prohibited land uses. Any table call indicated an “-” symbol indicates that the listed land use is not permitted in that specific subdistrict. Any use not listed is thereby prohibited.

Allowable land uses for the **Highland Village (HV) Sub-District** shall be consistent with the allowable land uses for the Community Commercial (C-1) zone in the Fontana Municipal Code.

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Land Use or Activity	GN ²	GR4	GS ³	GE	GR1	GR2	GR3	GC	Notes
Dancing Schools, and Other Schools That Offer Training In Non-Industrial Professions									
Amusement Establishments^{2,3}									
Arcades—Pinball, Video, and the Like	C	—	C	C	—	—	—	—	
Dance Hall	C	—	C	C	—	—	—	—	
Entertainment Centers	C	—	C	C	—	—	—	C	
Golf, Driving Range, Miniature, Pitch and Putt	C	—	C	C	—	—	—	—	
Gymnasiums, Health Spas, or Physical Culture Establishments Under 4,000 Square Feet in Floor Area	P	—	P	P	—	—	—	P	
Gymnasiums, Health Spas, or Physical Culture Establishments Over	C	—	C	C	—	—	—	C	

Table 5-10: Allowable Land Uses

Allowed land uses. The land uses and activities permitted by this Specific Plan, and the land use permit required to establish each use.

Prohibited land uses. Any table call indicated an “-” symbol indicates that the listed land use is not permitted in that specific subdistrict. Any use not listed is thereby prohibited.

Allowable land uses for the **Highland Village (HV) Sub-District** shall be consistent with the allowable land uses for the Community Commercial (C-1) zone in the Fontana Municipal Code.

“P”= Permitted; “M” = Minor Use Permit; “C” = Conditional Use Permit, provisions subject to Conditional Use Permit regulation in Municipal Code; “-” = Not Permitted; “*” = Subject to special use regulations in this Chapter and Special Use Permit regulations Municipal Code.

Land Use or Activity	GN ²	GR4	GS ³	GE	GR1	GR2	GR3	GC	Notes
4,000 Square Feet in Floor Area									
Smoking Lounge, Hookah Lounge, Vapor Lounge, E-Lounge	—	—	—	—	—	—	—	—	
Theater, Indoor	C	—	C	C	—	—	—	C	
Indoor Playground/Recreation	P	—	P	P	—	—	—	P	
Other Uses^{2,3}									
Schools, Private or Parochial	C	C	C	C	C	—	—	C	
Schools, Public	M	P	M	M	P	C	C	M	

Notes:

¹ = Not permitted on the ground floor, except on Sierra Avenue.

² = Residential uses in the Gateway North (GN) Sub-District only allowed with a Commercial component included. All first-floor components must be commercial.

³ = Commercial uses in the Gateway South (GS) Sub-District only allowed with Residential units included.

5.8 Non-Conforming Uses and Structures.

The provisions of the FMC pertaining to non-conforming uses and structures shall also pertain to the Walnut Village Specific Plan.

5.9 Accessory Uses and Structures.

Accessory buildings are defined as building(s) which are in support of the main building on the lot and subject to the building placement standards for accessory buildings. Examples are private garages, carports, detached carports, storage buildings, workshops, hobby shops, and recreation rooms. *Table 5-11: Accessory Structure Standards* describes standards for accessory uses structures.

Table 5-11: Accessory Structure Standards			
Attached Structures		Detached Structures	
Lot Size	Allotted Total Area	Lot Size	Allotted Total Area
less than one net acre	shall not exceed 1,000 square feet or 25 percent of the living area of the principal residence, whichever is greater.	less than one net acre	shall not exceed 1,000 square feet or 25 percent of the living area of the principal residence, whichever is greater.
one net acre or larger but less than two acres	shall not exceed 1,500 square feet or 25 percent of the living area of the principal residence, whichever is greater.	one net acre or larger but less than two acres	shall not exceed 1,500 square feet or 25 percent of the living area of the principal residence, whichever is greater.
two acres or larger	shall not exceed 2,000 square feet or 25 percent of the living area of the principal residence, whichever is greater.	two acres or larger	shall not exceed 2,000 square feet or 25 percent of the living area of the principal residence, whichever is greater.
* Detached garages are not included in the accessory structure square footage but are subject to overall lot coverage percentage. Lot coverages not specifically identified in zoning districts shall have a maximum lot coverage of 50 percent.			

5.10 Temporary Uses and Activities.

Temporary uses or activities such as grand openings, promotional events, fundraising events, and similar special events may occur on the occasion within the Walnut Village Specific Plan area.

A. All Special Events and Temporary Uses and Activities shall be subject to the granting of a Temporary Use Permit in compliance with associated regulations in the Fontana Municipal Code.



5.11 Special Uses.

The purpose and intent of this section is to provide minimum standards for the Special Uses within the Specific Plan area compatible with surrounding land uses and associated regulations the Fontana Municipal Code. These uses have unique and distinct impacts and may be capable of creating impacts to adjacent properties unless given special development and operating standards. The following uses are subject to the following specific development and operating standards:

A. Construction Trailer/Sales Offices.

1. A trailer used for construction offices, sales and rental, or watchman's quarters is permitted at a construction site with the approval of a temporary use permit as required if:

The trailer is located on the same or adjacent premises as the construction project.

The trailer is used only during the period of construction. All trailers shall be removed prior to final project inspection.

B. Garage, Carports, and Driveways (Private).

Each parking stall within an enclosed garage or carport area shall have a minimum clear unobstructed area of ten feet in width by 20 feet in length.

- a. An encroachment into this clear space of up to 24 inches may be permitted on the wall opposite the garage vehicle entrance for storage, provided a minimum vertical clearance of four feet is maintained.

For single-family residences, garages shall have a pedestrian doorway from the garage into the dwelling.

- a. Each garage shall also have direct pedestrian access, at least 32 inches wide, with a paved sidewalk leading from the garage to the driveway or sidewalk.

C. Private Swimming Pools.

1. All requirements related to private swimming pools in the Fontana Municipal Code shall apply for the installation of any private swimming pools, spas, and hot tubs or similar facilities.

D. Oversized Vehicle Parking.

1. Recreational house trailers, motor homes, campers, boats, and similar recreational vehicles may be parked on any residential property that is developed with a primary residence provided that the vehicle conforms to the following standards.



- a. The vehicle, when parked, shall not extend into any public right-of-way, including sidewalks, private access easement, or the front setback area, excluding approved driveways in compliance with the motor vehicles and traffic regulations of the Fontana Municipal Code.
- b. The vehicle shall not be lived in or occupied at any time.
- c. The vehicle, when parked, shall be registered to the property owner.

5.12. Parking and Access Standards.

This section provides standards for parking and accessibility within the Specific Plan area.

- A. Reciprocal parking easements for adjacent land uses shall be permitted, subject to owners entering into a formal agreement.
- B. Joint use of driveways for commercial properties shall be permitted when it can be demonstrated to minimize the number of ingress/egress points along a street. Any joint use shall be subject to owners entering into a formal agreement.
- C. Parking areas or driveways shall not be used for storage purposes, with the following exceptions.
 - 1. The Director of Planning or designee shall grant a temporary use permit process pursuant to the Fontana Municipal Code.
 - 2. Commercial vehicles and trailers as defined by California Vehicle Code § 260 exceeding a manufacturer's gross vehicle weight rating of 10,000 pounds designed and/or used for commercial purposes shall not be parked or stored within any residential zone or on properties used for residential purposes, except while the operator of the subject vehicle is making normal deliveries or providing services to the residential premises.
 - 3. No commercial vehicle, trailer, or recreational vehicle shall be parked on any property zoned commercial, industrial, open space, or on any premises containing any commercial, industrial, public, or semi-public use, except while the operator of the vehicle or trailer is patronizing or using the services of the commercial, industrial, public or semi-public use.
 - 4. The storing of any commercial vehicle, trailer, or recreational vehicle in any commercial or industrial, public, or semi-public zone including but expressly not limited to any vacant lot, parking lot or parking space, is expressly prohibited, except in a lawfully approved and existing vehicle storage business.



5. No person shall park a vehicle upon a public or private street, parking lot, or any public or private property for the sole purpose of displaying such vehicle thereon for sale, hire, or rental, unless the property is duly zoned and licensed by the City to transact that type of business at that location.
 - a. Parking vehicles displayed for sale on private residential or commercial property belonging to and resided in or occupied by the registered owner of the vehicle. No more than one vehicle shall be displayed for sale in any six-month period.
 - b. All motor vehicles, trailers, vessels, campers, and camper shells must be parked or stored on a fully paved surface with a City approved entrance/exit approach to the street. This shall not prohibit parking or storing of vehicles, trailers, vessels, campers, and camper shells in the rear yard behind a fence, wall, hedge, or other similar material so as to screen such parking from public view.

5.13 Standards for Signs.

The provisions of the FMC pertaining to signs shall also pertain to the Walnut Village Specific Plan.

5.14 Landscaping, Walls, and Fences.

All projects shall provide and maintain landscaping and irrigation in compliance with applicable sections of the Specific Plan and the City's Municipal Code regulations related to hedges, walls, and fences.

A. Walls, Fences, and Combination Walls.

1. *Height and Location.*

- a. Perimeter fences or walls that are within a front yard setback shall not exceed a height of three (3) feet.
- b. Perimeter fences or walls that are located outside of a front yard setback shall not exceed a height of six (6) feet.

2. *Design.* The design of walls and fences shall be consistent and compatible with the overall project design and/or adjacent streetscape.

3. *Prohibited Fence Types.* Chain link, wood or similar fencing shall not be permitted within view from the public right-of-way.

5.15. Implementation and Administration.

A. Authority. The Director of Planning or designee are granted authority to administer all provisions of the Walnut Village Specific Plan in accordance with the provisions contained in this Specific Plan document and all governing and applicable state and



federal laws, the Fontana General Plan and Municipal code and any subsequent amendments or updates.

B. Unlisted Uses and Interpretation. Uses not specifically listed in the Development Plan Chapter 4 of the WVSP are not permitted. The Director of Planning or designee is granted the authority to interpret definitions for uses and activities that are not explicitly defined in *Table 5-11* of this Chapter.

C. Density and Intensity Transfers. Transfer of residential dwelling units or commercial intensity within the Specific Plan may be subject to approval by the Director of Planning or designee compliance with Chapter 23 of the Fontana Municipal Code.



FONTANA
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Chapter Six

Design Standards





Chapter 6.0: Design Standards

6.1 Introduction and Purpose

The Walnut Village Specific Plan Design Standards are intended to guide development that is quality, cohesive, and representative of the future vision for Walnut Village. The guidelines provide direction for proceeding with design projects and illustrate options and techniques that assist property owners, developers, architects, and others when determining the appearance, functionality, and design of new development.

The Walnut Village Specific Plan is unique due to the amount of existing single family residential developments in the Specific Plan area. As such, a fairly large portion of the area will remain untouched; with the remaining available land to be developed to not only support a new vision, but also able to conform and harmonize with the already existing character of the existing Specific Plan area. This introduces several influencing agencies and factors and makes it particularly important to have an established set of Design Guidelines to ensure thoughtful, high-quality, and cohesive design of all future development within the Specific Plan area.

6.1.1 How to Use the Design and Development Standards

The Design and Development Standards provide recommendations when completing a development project. These design standards do not replace regulatory considerations articulated in Chapter 5 of this Plan, rather shall complement them, and provide explicit guidance for design-related considerations. Prior to submitting a project, applicants should review the Design Guidelines to ensure that their proposed development is in keeping with the character of the community and guiding principles envisioned for the Specific Plan area.

The Design Guidelines are not zoning regulations or development standards and do not supersede regulations or standards found in the Fontana Municipal Code. Where there is conflict between the Design Guidelines and other applicable City Design Guidelines, the Walnut Village Specific Plan will take precedence.

Projects must be consistent with the intent of the guidelines, however alternative design approaches that meet the intent of the Design Guidelines but are not expressly discussed within this Chapter may be considered by the decision-making body.

This document includes design guidance for the development of a variety of residential, office, and commercial projects. To emphasize the cohesive nature of the Specific Plan, the Design Guidelines are organized by area-wide design principles and supplemented with specific design guidelines to address unique consideration associated with certain uses. Graphics and diagrams are included to illustrate guideline intent and are not intended to show the only possible design treatment or design solution.

6.2 Area-Wide Design and Development Standards

Area-Wide Design and Development Standards that apply to all locations and development types within the Specific Plan Area. These Design and Development Standards shall compliment regulatory provision contained in Chapter 5 of this Specific Plan and are intended to provide overall design guidance to establish a cohesive and complimentary character and image. These Design and Development Standards shall be used in the design review stage to ensure general design objectives are considered and incorporated. The guidance contained in this section

illustrate the City's expectation of quality and design for all development and improvements in the Specific Plan area. It is a project applicant's responsibility to consider and incorporate all guidance contained in this Chapter.

6.2.1 Key Area-Wide Design Objectives

The following area-wide design objectives shall be considered when designing projects and improvements in the Specific Plan area:

- Residential, commercial, and office structures shall be placed adjacent to one another in vertical and horizontal configurations, in compliance with minimum setbacks and other regulatory standards.
- Horizontal mixed-use setting or stacked with residential on top of commercial or office uses, design shall be designed to promote more urban, compact development.
- Commercial and office uses shall be buffered from residential uses and activities by incorporating setbacks, step backs, landscaping and other appropriate methods.



6.2.2 Area-Wide Site Planning & Building Placement Considerations

A. Building Placement and Orientation

- Building placement and orientation shall incorporate the following design considerations:
- Structures are placed to define, connect, and activate open spaces as usable plazas, parks, and gathering spaces.
- Structures and improvements are placed to define pedestrian and vehicular corridors.
- Structures adjacent to pedestrian walkways promote ease of access and walkability.
- Direct linkages to high pedestrian use areas such as pedestrian corridors, parking structures, and open space are provided.
- Streetscape or public improvements compliment adjacent use(s), through architectural details additional usable space(s), or amenities.
- Ground-level finished floor of a structure is not significantly higher than the adjacent sidewalk.
- Plaza/courtyard spaces are not be associated with parking structures.
- Open space(s) are designed and placed in association with the principal building.



ground floor and residential above

B. Site Access, Service Area, and Utilities

- Site Access, Service Area and Utilities shall incorporate the following design considerations:

Pedestrian Access

- Pedestrian access points are easily accessible and identifiable. .
- Primary building entries are visually defined with entry plazas, pedestrian scale, landscaping, and architectural details.
- Walkways are provided from the street to the building if the entrance is not directly from the sidewalk.
- Provide pedestrian links to adjacent sites when possible.



Entry courtyards and gathering spaces create a sense of arrival and signify a pedestrian entrance to a development.

Vehicular Access and Safety

- Vehicular Access and Safety shall incorporate the following design considerations:

- Align Ingress and egress points on adjacent properties to create opportunities for four-way stops and intersections.
- Orient parking structure entries away from major roadways or primary thoroughfares
- Screen parking structures with landscaping or other natural features.



Mid-block crossings provide safe street crossing conditions for pedestrians and encourage cars to slow down.

Services Areas, Trash Enclosures, and Utilities

- Service Areas, Trash Enclosures and Utilities shall incorporate the following design considerations:
 - Screen service Areas, such as loading docks, utility areas, and back of house entrances with landscaping or vertical hardscape elements or incorporated within a building structure.
 - Screen refuse, storage, and equipment areas from public streets and/or neighboring residential properties. Screening materials shall be compatible/complimentary with the design of adjacent architecture and include screening for portions visible from above.
 - Refuse enclosures shall be sized appropriate for the anticipated uses.
 - Properly and safely screen transformers, backflow preventers and other incidental utility features.
 - Screening shall be compatible with primary building architecture, or by use of complimentary and durable materials.
 - Landscaping alone will not be an acceptable form of screening.



Smart technology can be integrated with refuse enclosures to facilitate clean, aesthetically pleasing spaces.

6.2.3 Area-Wide Circulation Design Considerations

A. Bicycle and Pedestrian Circulation

- Bicycle and Pedestrian Circulation shall incorporate the following design considerations:
- Incorporate short- and long-term bicycle storage and locking options in commercial corridors.
- Establish walkability and enhance pedestrian safety in pedestrian areas. Utilize changes in ground materials, patterns, or landscaping to define pedestrian routes.
- Preserve privacy between pedestrians and nearby residential uses or private open space when designing walkways.
- Provide a landscaped planting area or buffer between building facades and walkways when appropriate.
- Minimize walking distances and enhance pedestrian utilization.



Traditional bicycle racks, bike lockers, and other innovative storage solutions provide opportunities for multi-modal transit.

B. Vehicular Circulation

- Establish efficient vehicular movement from public streets to internal parking areas.
- Accommodate multi-modal transportation on roadway facilities.
- Design roadways with design features and landscaping to aid driver awareness, visibility, and safety.
- Avoid the use of long, straight drive aisles to prevent speeding in pedestrian areas.
- Site circulation permits ease of emergency access on the entire site and all buildings.
- Design features such as protected bike lanes, raised medians, planting or hardscape to



Future roadways are encouraged to provide opportunities for multi-modal transit infrastructure, including dedicated public transit lanes, bicycle lanes, and pedestrian sidewalks.

C. Street Crossings

- Highly visible street crossings protect pedestrians by incorporating design features such as lighted crosswalks and signage, grade changes, material changes, and on-ground markings.
- Provide adequate crossing time or refuge areas for pedestrians of all mobility levels to safely cross.
- Incorporate mid-block crossings or other design features on long streets in high traffic areas to discourage unsafe pedestrian behaviors.

6.2.4 Parking Design Considerations

A. Parking Facilities and Vehicular Access

General Guidelines

- Incorporate methods to distinguish or physically separate parking spaces by individual uses.
- Avoid Parking lots directly adjacent to public and private streets.
- Parking structures or below grade parking access should be at the rear or sides of the project whenever possible.
- Screen charging units in islands of parking with landscape.
- Accommodate electrical vehicle infrastructure in parking facilities.
- Provide unobstructed visibility and clear delineations between pedestrian paths and vehicular travel aisles.

Parking Lot Design

- Single use, surface parking lots are highly discouraged.
- Clearly delineate on site circulation shall not impede traffic flow.
- Avoid the use of dead-end aisles. The use of “hammer head” or vehicle turn around areas may be acceptable in limited cases.
- Provide shade trees and/or shade structures for surface parking lots.
- In order to avoid blocking pedestrian lighting or restricting access to emergency facilities, landscaping in parking areas shall be spaced evenly.
- Drought tolerant landscaping is strongly encouraged and all landscaping is required to comply with Fontana Municipal Code Section No. 30-667.



Electric vehicle charging spaces located within a parking structure.



Design shade structures to take advantage of solar opportunities and the reduction of heat island effect.

Vehicular Access

- Design vehicular access points to parking facilities in a way that minimizes interruptions to surrounding roads, pedestrian paths, bicycle paths, and alleys.
- Clearly identify vehicular access points with signage, lighting, and landscape features .
- Design controlled access points on parking lots and parking structures to be set back to accommodate queuing of cars at primary entrances.



Entry signage and monumentation assists visitors with wayfinding throughout the community.

Pedestrian Circulation in Parking Lots

- Clearly delineate pedestrian circulation from automobile circulation with landscaping, walkways, and decorative hardscape.
- Incorporate signage, curb ramp features, bollards, or other features that clearly delineate pedestrian crossings at driveways and major circulation aisles.
- Parking area pedestrians' circulation is parallel to moving cars. Minimize the need for pedestrians to cross parking aisles and/or landscaping islands to reach building entries.
- Defined pedestrian access points between parking facilities and adjacent uses with signage, floor material changes, bollards, painted walkways, separated walkways, and landscaping.
- Drop off areas that do not conflict with the regular flow of traffic.



Pedestrian refuge/walkway adjacent to a parking lot.

B. Parking Structures

Site Organization

- Encourage the use of multi-use parking structures to make the best use of land within the Specific Plan area. Allocate at least one structure for multiple businesses that may accommodate mixed-use developments.
- Do not locate parking structures and garages on lots adjacent to local streets. Prioritize that space for pedestrian-serving uses, such as commercial storefronts.
- Parking structures provide visual interest through façade and architectural design elements.
- First- and second-floor exterior design solutions to reduce visibility of cars from the public realm.
- Do not associate plaza or courtyard spaces with parking structures. Design open space and places in association with the principal building.



Incorporate architectural elements specific to the Specific Plan area in parking structures.

Parking Structure Design

- Exterior elevations of the parking structure include horizontal or sloping design elements, consistent with the look and feel of adjacent structures.
- Stairwells match the architectural style of the overall structure. Creative methods of blending stairwells, whether internal or external to the building, are encouraged.
- Stairwells lead to the interior of the structure or into areas that are at least partially open or visible from the exterior.
- Stairwell exits lead out onto to the street or into another public space.
- Translucent building materials such as glass are provided for higher visibility throughout the structure.



The design of stairwells within parking structures shall lead directly out to a public space and are visible from outside of the structure.

Parking Structure Lighting

- Parking structures are well lit throughout the entire structure for pedestrian safety.
- Use a combination of floor, wall, ceiling, and free-standing light fixtures in stairwells, elevators, and all pedestrian walkways to minimize unlit, dark areas.
- Provide a minimum of 5 foot-candles of illumination inside the structure. Incorporate higher lighting levels throughout remote portions of the structure.



Design underground garages to be well lit throughout the structure.

6.2.5 Architectural Design & Character Considerations

A. Architectural Character

- Design buildings shall emphasize a clear architectural style that is properly articulated and detailed.
- Maintain consistency with the architectural style of the existing building when designing building additions or revitalization efforts to existing structures.
- Architectural elements blend buildings into on-site open space components that create a cohesive design.
- Buildings compliment the architectural style of the surrounding area .
- New projects should be pedestrian-oriented and encourage walkability through architectural design.



Design developments to be consistent with the architectural style of existing structures.

B. Form and Massing

General Guidelines

- Architectural design clearly defines the ground floor, roof lines and entry points of a building.
- Upper floors include variations in the façade plane to create contrast, allow for balcony or other amenities, or enhance architectural elements.
- Design multi-story buildings to lessen the impact on surrounding uses.

- Design multi-story buildings to include horizontal architectural elements such as banding, windows, trim, awnings, eaves, or other ornamentation.
- First-floor elements on multi-story buildings, including arches, trellises, or awnings, at a human scale to ensure that large structures are contributing to the character of the streetscape.
- Buildings area designed so all faces of a building, no matter if visible from a current public space or not, receive equal consideration regarding design features and architectural interest.



Design buildings to use a variety of colors and materials.

Pedestrian Entryways

- Entryways include high quality, durable materials that match the building they are associated with.
- Entryways are in scale with the associated building and use.
- Primary entries provide architectural articulation for ease of identification and provide shielding from the weather.
- Major entryways provide sight lines from building interiors towards the outside of the building.
- Landscaping or planters identify entryways.



Design entryways to include special paving, lighting, and design unique to the building

Roof Design

- Roofs provide an equal level of design treatment on all elevations and provide design details that reduce horizontal and vertical mass and scale.
- Roof design is complementary to adjacent roof forms.
- Roof forms provide variation and architectural interest.
- Roof elements and design features (e.g., pitch, materials, eaves, dormers, etc.) are consistent on all elevations, including those that are not visible from the public-right-of-way.
- Roof designed provides screening of roof mounted equipment.



Mixing 2- and 3-story elements creates a varied roofline and building profile.

Wall Articulation

- Long building façades provide articulation and variation of different sections of the building. Vertical and horizontal design elements, including windows, banding, glass tinting or colored glass elements, or material changes break up large façades.
- Articulation and architectural details provide changes in wall plane on all sides of a building.

A. Materials and Colors

- Exterior materials, textures, and colors are appropriate for the architectural style, theme of the building, and contribute to the visual quality of the area.
- Colors and materials are durable and do not readily deteriorate if exposed to natural conditions such as rain, wind, and sun.
- Materials such as brick, stone, copper, etc. in their natural appearance. Such materials do not appear thin or artificial. Wrap corners and avoid exposed edges when using veneer.
- Use color to accent architectural details.



Choose colors and materials that appear natural and complementary of the architecture of the building.

B. Green Building Design

- Building design and orientation accesses natural light and ventilation and reduces energy consumption.
- Rooflines are oriented toward the sun's path to take advantage of maximum solar gain.
- Buildings area oriented to utilize natural breezes for passive cooling.
- Materials and ventilation technologies that minimize environmental impacts, reduce energy and resource consumption, and promote long-lasting development are incorporated to the extent feasible.
- Incorporate green roofs or vertical garden elements where possible in new developments.



Design all buildings to accommodate rooftop solar infrastructure or other sustainable green building techniques.

6.2.6 Public Realm Design Considerations

A. Placemaking Elements

- Awnings and canopies or other architectural elements over doorways, windows, patios, and pedestrian walkways create architectural interest.
- Bike racks, transit shelters, and other transit supportive uses are easily accessible and incorporated into the overall design of a site.
- Bikeways are designed to encourage their use, while also discouraging the use of sidewalks and undesignated vehicle lanes as riding lanes.
- Stormwater remediation and other Low Impact Development (LID) techniques into streetscape is incorporated into the overall site design where feasible.

B. Walls and Fences

- Design walls for compatibility with the adjacent building's design in terms of the proportion, scale, and form of the walls.
- Keep walls and fences as low as possible while performing their functional purpose.
- Utilize landscaping to visually soften blank surfaces.
- Complement the style and character of surrounding architecture through the colors and materials of walls and fences.
- Utilize visually penetrable material (e.g., wrought iron or tubular steel in combination with natural stone or brick columns in decorative shapes and configurations) in areas of high pedestrian activity and areas adjacent to street frontage.

C. Signage and Wayfinding

All signage is subject development regulations within the FMC.

Building Identity Signs

- Use building identity signs to clearly display the use within the building and orient said signs towards the primary adjacent thoroughfare.
- Ensure building identity signs are placed prominently on the top half of the building and visible.
- Designate building identity signs as a component of the overall building and complement the architecture of the building.
- Review building signs for proportional to the corresponding façade.
- Include lighting on building identity signs to increase visibility at night.



Locate building signage in a visible area to identify the uses within.

Pedestrian Oriented Signs

- Create consistency with adjacent architecture style and design elements when designing awnings or canopies.
- Place directional wall signs within parking structures associated with a particular use.



Use small, pedestrian-oriented signs.

Monument Signs

- Monument signs are to be easily viewed and understood from eye level by pedestrians or from a vehicle.
- Place monument signs at entrances to a site or in public spaces adjacent to building entryways to indicate nearby businesses or residential complexes.
- Landscape monument signs at the base where possible to soften the appearance of hard lines.
- Creatively integrate monuments into surrounding elements of the development area.



Monument signs must be creatively integrated into surrounding elements.

Wayfinding Signage

- Avoid placing wayfinding signage within direct pedestrian zones or obstructing pedestrian traffic flow in any way.
- Provide clear and easy to understand wayfinding signage for pedestrians and motorists.
- Design wayfinding signage that is associated with an individual use (commercial, residential, office) that is consistent in look and size with other signs of the same use to provide easier identification of buildings for pedestrians and motorists.
- Use creative approaches to wayfinding that utilize existing vertical elements such as streetlight banners and clustered columns.
- Complement the color and finish of the surrounding streetscape and architectural elements with all signage and associated components.
- Design wayfinding elements to accommodate a variety of users, including visually and hearing impaired.
- Cluster signs together where appropriate for ease of wayfinding and decrease the need for multiple poles within walkways.



Cluster and design wayfinding signage in a cohesive manner.

D. Lighting

General Lighting Guidelines

- Design lighting for functionality and contribution to the overall design quality.
- Lighting of private roadways and bikeways shall comply with relevant standards published by the Illuminating Engineering Society (I.E.S.).
- Provide safety and security in vehicle entrances, driveways, parking and service areas, pedestrian entrances, walkways, and activity areas through a sufficient level of lighting.

- Design all outdoor lighting to be “dark sky” compliant, which aims to mitigate the negative impacts of light pollution. Minimize direct light and glare onto adjoining properties through light designs and location.
- Use energy efficient technologies on lighting fixtures such as LED bulbs to reduce energy consumptions where feasible.
- Accent lighting is encouraged to highlight architectural details on buildings and pedestrian and vehicular signage. Accent lighting in prominent landscaping areas along pathways is encouraged to highlight primary or celebrated entrances into public and private spaces.
- Choose lighting using appropriate shielding, landscaping, and building placement, so as to minimize impacts to nearby residentially developed properties.
- Incorporate site lighting into hardscape materials such as steps, railings, and paving.
- Match light fixtures with the character of surrounding buildings and public realm elements within the immediate vicinity to reinforce the design theme.
- Design security lighting as part of a comprehensive lighting plan.
- Avoid overhead service wires or exposed conduits.
- Design lights within parking lots with decorative raised bases to protect them from damage by vehicles.
- Arrange lighting in parking areas to prevent direct glare into adjacent dwelling units and onto neighboring uses/properties.



Appropriately scale street lighting to minimize unintended glare into surrounding uses.

Lighting in Pedestrian Spaces

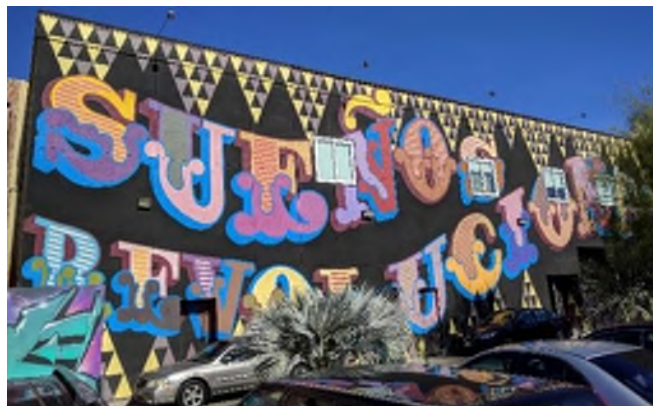
- Encourage pedestrian-scaled lighting on sidewalks for street illumination.
- Provide lighting in a relatively even pattern to reduce dark areas along pedestrian corridors.
- Illuminate all pedestrian areas through the design and placement.



Design covered lighting along pedestrian walkways to avoid glare.

6.2.7 Public/Private Art Installations

- Avoid placing freestanding art installations within the pedestrian walkway or any other area where they may impede the intended use of that area.
- Reinforce the local history or regional cultural themes within the City of Fontana and the Specific Plan area through public and private art.
- Incorporate appropriate murals, living walls, or bas-relief to break up large solid planes in blank wall spaces, wherever and whenever appropriate.
- Place public or private art in prominent areas as a centerpiece to open space or plaza spaces. Design art installations to be well-lit, maintained, and easily accessible to the general public.
- Implement interactive art pieces that are meant to be climbed or sat on. Such interactive art pieces shall meet the safety requirements outlined in the most recent version of the California Access Compliance Advisory Reference Manual regarding playground design standards.
- Do not conflict public and private art with visual or physical access to signage.



Select public art pieces that upholds local history.

6.2.8 Open Space & Paseos

A. General Open Space Guidelines

- Provide sufficient open space lighting throughout the entire area with clear site lines to promote safe use of the area.
- Provide an interactive open space component with experimental activities provided for users of all age groups.
- Provide site amenities in publicly accessible open spaces that encourage pedestrian use. Benches, seating areas, bike racks, art, water features and other appropriate amenities are strongly encouraged.
- Buffer designated open space areas to create relief from the noise and traffic of adjacent streets of other incompatible uses.
- Locate play areas away from public streets, parking, or entry areas unless physically separated by appropriate walls, fencing, dense landscaping, or another adequate physical barrier.



Design public open spaces within the Specific Plan area to be flexible spaces with established foliage.

B. Public Open Space

- Design inviting public open spaces and provide multiple connection points from adjacent uses.
- Shade public open spaces using trees (see landscape plant palette for recommended trees) or shade structures. Where possible, locate seating areas under urban tree canopies to take advantage of shade opportunities.
- Public open spaces can take the form of pocket parks, plazas, or centrally located gathering places.



Within public and private spaces, incorporate a mixture of softscape and hardscape areas to provide for a variety of programming.



Entry signage and wide pedestrian walkways/trails help to create a safe and enjoyable pedestrian experience.

C. Private Open Space

- Private open space is physical space that is not accessible to the general public and typically accessible only to the owner/tenant of a residential unit or commercial building.
- Design private open spaces associated with a particular use to be adjacent to that structure, when possible, to allow ease of use.
- Design open spaces, courtyards, and circulation corridors to be visible from as many dwelling units as possible for safety.
- Private open space may be gated or physically separated using structures or landscaping.
- Design clearly visible entry gates and accentuate them using decorative paving or architectural treatments.
- Utilize landscaping and other methods to visually screen utilities and equipment associated with nearby uses.



Design parks in accordance with nearby uses and architectural styles.

6.3



Design office parks to provide amenities, seating, and recreation spaces for workers to use during breaks.

Multi-Family Residential Design and Development Standards

This section provides additional design guidance regarding multi-family residential projects within the Specific Plan area. Implementing projects should apply the guidance discussed in this section in conjunction with the Area Wide Common Design Guidelines located in Section 6.2. Implementation of guidelines in these sections will create a cohesive complementary environment throughout the Specific Plan area.

6.3.1 Key Multi-Family Residential Design Objectives

When designing projects and improvements in the Specific Plan area, consider the following multi-family design objectives:

- Site multi-family buildings to promote privacy while maximizing resident accessibility through pleasant pedestrian walkways and vehicular thoroughfares.
- Utilize landscaping, buffers, setbacks, scale, and massing to maintain compatibility with existing buildings surrounding the development.
- Design sites to include pedestrian and bicycle access, along with access to multiple ingress and egress points.
- Avoid single surface parking designs and look for more structured parking to allow more use of the project site.

6.3.1 Site Planning & Building Placement Considerations

A. Building Placement & Orientation

- Utilize appropriate buffers, scale, and massing that maintains compatibility between multi-family residential developments and the surrounding development.
- Utilize appropriate setbacks, step backs, and landscaping to buffer multi-family buildings from adjacent uses or the public realm.
- Orient buildings to promote privacy for individual residential units to the greatest extent possible.
- Centrally locate residential support facilities to maximize their accessibility and use by residents.
- Orient residential buildings to actively face the front primary streets.



B. Site Access, Service Areas, and Utilities
Pedestrian Access

- Provide secured entry residential communities with multiple pedestrian access gates at various points along the perimeter of the community that lead to community hubs.
- Establish individual entries with a strong relationship to a fronting street, internal walkway, or private open space area as appropriate to the overall siting concept.
- Provide a transitional area from the public space to the private dwelling unit.
- Locate walkways in a way that minimizes the impact of pedestrians on nearby private residences or private open space.



Courtyards can serve as transitional spaces leading from the sidewalk to private units.

Vehicular Access

- Coordinate driveway entrances to maintain compatibility with existing or planned median openings and line up with driveways on the opposite side of the public roadway.
- Treat vehicular access areas with special hardscape and landscape elements that “introduce” the residential development.

Service Areas, Trash Enclosures, and Utilities

- Locate refuse enclosures throughout residential communities or structures in areas that are convenient for residents.

- Design exterior trash enclosures to be compatible with building architecture and comply with the minimum standards in Section 5.7 of this plan.

6.3.2 Circulation Design

A. Pedestrian and Bicycle Circulation

- Provide direct connections between residential units and on-site amenities using pedestrian walkways.
- Provide direct connections between internal pedestrian and bicycle circulation routes with collector pathways throughout the Specific Plan area.



Link pedestrian trails to residential units and common spaces to surrounding open space.

B. Vehicular Circulation

- Connect internal circulation networks within residential communities by providing multiple ingress and egress connections to the surrounding Specific Plan area roadways.

6.3.3 Parking Design

A. Parking Facilities and Vehicular Access

- Number and assign parking spaces with the specific unit associated with residential developments.
- Physically separate and mark residential spaces in single parking areas that are associated with residential use and non-residential use.
- Locate guest parking and drop-off/pick-up areas adjacent to the main building or lobby in residential developments.
- Minimize surface parking in which the majority of parking are in structures or underground.
- Site carports and tuck-under parking so that it is not visible from the public realm.
- Utilize controlled access in multi-family residential communities for increased safety and parking control.
- Locate residential spaces as close as possible to its specific unit.

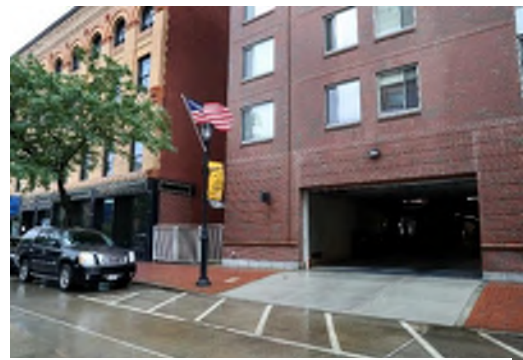
B. Parking Structures

Site Organization

- Utilize wrap or podium style design for future residential development with residential uses either surrounding or directly above parking structures when feasible.
- Site parking structures between residential units and nuisance areas as a buffer to minimize the impact on residents.

Parking Structure Design

- Locate guest parking near garage entrances to be easily visible upon immediate entrance to the structure.



Parking structures serve as great noise buffers between residential and other uses.

- Utilize special accents that define the main entry, create territorial reinforcement, and provide visual interest.
- Orient garages away from street view.

6.3.4 Parking Design

A. Architectural Character

- Focus architectural style on constructing a high-quality residential environment as there are no defined architectural styles within the Specific Plan area.
- Maintain architectural design compatibility between all separate support structures within multi-family residential developments (i.e., laundry facilities, recreation buildings and sales/lease offices) with the rest of the complex or integrated within the structure.
- Apply a high level of architectural design quality to each façade of a residential structure, whether visible from the public realm or on-site or off-site private development.



Design support structures within multi-family residential developments to be compatible with architectural design.

B. Form and Massing

- Utilize individual stoop entries for ground floor units at the project's perimeter – especially along any public street or walkway.
- Utilize bay windows, recessed or projecting balconies, and porches to add visual interest to residential buildings while reducing the scale and massing of buildings.
- Utilize windows, transoms, openings in the wall place, or translucent materials for the inside of stairwells and enclosed walkways to maintain visibility from the exterior.

C. Materials and Colors

- Establish a varied color palette within multi-family developments that contribute to an overall aesthetic theme for the development.
- Utilize material and color changes to highlight changes in building planes.
- Utilize natural or muted tones as the predominant colors for residential buildings and separate accessory structures.
- Utilize accent colors or materials to complement the primary color scheme for a development.

6.3.5 Open Space and Paseos

A. Public Open Space

- Organize internal pedestrian and bicycle ingress and egress points that easily connect residents with off-site public open space opportunities for private residential developments.
- Establish clearly defined and physically separated boundaries between common and private open space through use of planting or low walls.
- Encourage community open space on roof tops for residents of multi-family developments, where feasible.



Secure play areas and other private open space for safety.

B. Private Open Space

- Allow residents access to usable open space for recreation and social activities.
- Establish connections throughout open space areas within a residential community with internal walkways or paseos.
- Provide for a variety of uses within common private open space areas. This may include different pool areas, play gestures geared towards children of all ages, and pet spaces.
- Utilize landscaping to separate private open space associated with a unit (porches/balconies) on the first level from areas of pedestrian activity for privacy.



space, walkways, and common open spaces.

6.4 Commercial Design and Development

This section provides guidance for commercial projects within the Specific Plan area. Implementing projects should apply the guidance discussed in this section in conjunction with the Area Wide Common Design Guidelines located in Section 6.2. Implementation of guidelines in these sections will create a cohesive complementary environment throughout the Specific Plan area.

6.4.1 Key Commercial Design Objectives

When designing projects and improvements in the Specific Plan area, use the following commercial design objectives:

- Commercial Developments to promote engagement from the active street front while maximizing residential privacy if adjacent.
- Utilize landscaping, buffers, setbacks, scale, and massing to maintain compatibility with existing surrounding development.
- Ensure all equipment is adequately screened and out of the public eye.
- Design site to engage pedestrians and bicyclists, while providing effective safety measures from vehicles.

6.4.1 Site Planning and Building Placement Considerations

A. Building Placement and Orientation

- Site free-standing buildings along street frontages, when possible. Buildings sited along street frontages in conjunction with landscaping treatment helps to screen parking areas.
- Encourage pedestrian activity through building siting and design.
- Site commercial buildings in high visibility areas such as main thoroughfares or corner conditions to increase visibility and access to future commercial development.
- Utilize entryways from all high-volume areas, including access from sidewalks and parking areas to commercial buildings and restaurant uses.



Commercial uses located at intersections are more visible and create opportunities for gateway architectural features.

B. Site Access, Service Areas, and Utilities

Pedestrian Access

- Accommodate flexible spaces for outdoor sales (in compliance with Fontana Municipal Code Sec. 30.491 – Special Use Regulations) and seating associated with commercial uses that does not impede the pedestrian path of travel.
- Avoid physical barriers that separate pedestrians from commercial storefronts.



Design outdoor eating areas to be separated from the public realm through low walls, while remaining mostly open.

Vehicular Access

- Minimize the number of curb cuts adjacent to commercial storefronts for safety and increased walkability. Consolidate vehicular entrances and avoid ingress and egress from primary roadways, where possible.

Services Areas, Trash Enclosures, and Utilities

- Provide adequate space in loading and unloading zones for maneuvering into and out of a loading position. Design such areas to integrate with the entire development.

6.4.2 Circulation Design

A. Pedestrian and Bicycle Circulation

- Utilize pedestrian walkways to physically separate pedestrians and vehicles and decrease areas of interaction between the two.
- Site bicycle parking facilities in areas that are easily accessible from bikeways and out of the pedestrian walkway.
- Establish bicycle paths that are identifiable to decrease the need for bicycles to use sidewalks.
- Avoid creating low-visibility corners or dead-ends within the pedestrian walkway for safety purposes.



Incorporate on-site and off-site bicycle path connections into Commercial development design.

B. Vehicular Circulation

- Utilize a series of smaller streets to create walkable blocks when allowing vehicular access to commercial uses within the Specific Plan area. Vehicular access off of side streets and alleys decreases the number of conflict areas between pedestrians and vehicles.

6.4.3 Parking Design Considerations

A. Parking Facilities and Vehicular Access

Use of multi-use parking structures is highly encouraged to make best use of land within the Specific Plan area. Single-use surface lots are discouraged.

Parking Area Design

- Produce the shortest route of travel from a building entrance to parking space.
- The use of common or shared driveways is encouraged.
- Locate drop-off and pick-up areas, including short-term parking, near pedestrian entrances.
- Place drop-off and pick-up areas out of the main flow of traffic when parallel to streets or drive aisles.
- Scale adjacent buildings with landscaping when fully mature, in and around parking areas.



Pick up areas shall be not conflict with main travel lanes.

Vehicular Access

- Provide access to commercial loading docks off alleyways or private roads to minimize disruption of commercial activities.
- Parking aisles must have the same width as the curb cut when parking is provided on the access drive.

Pedestrian Circulation in Parking Lots

- Provide pedestrian walkways within the parking lot or structure that leads to accessible entrances.
- Provide pedestrian paths that have clear and unobstructed visibility.

B. Parking Structures

Site Organization

- Incorporate first floor retail uses in parking structures and garages that are placed directly adjacent to the public realm to enliven the street scene and serve residents, employees, and visitors to the Specific Plan area.

Parking Structure Design

- Creative first- and second-floor exterior design solutions are encouraged to address visibility of cars from the public realm. Examples may include open-air or screening approaches, such as exterior decorative panels attached to the surface of the structure or living green walls.
- Implement special accents that define the main entry to create territorial reinforcement and provide visual interest. Examples include architectural detailing, specialty lighting, textured paving, a hardscape decorative border strip along the driveway, and accent paint materials.



Raised pedestrian walkways create a safe environment when walking through parking lots.



First floor commercial uses can enhance the streetscape next to parking structures.

6.4.4 Architectural Design and Character

A. Architectural Character

- Emphasize a single architectural style in building design. If a commercial development has multiple separate structures, identical or complementary architectural styles are ideal.
- Apply a “360° design” to building architecture, meaning features are consistent on all faces of a development, whether visible from the public realm or not.

B. Form and Massing

General Guidelines

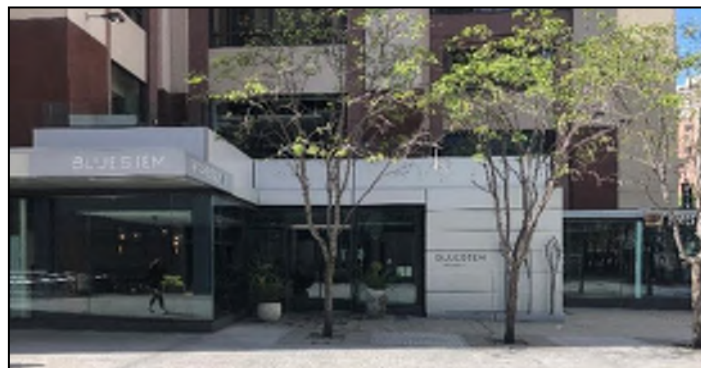
- Incorporate first-floor elements, including arches, trellises, or awnings, at a human scale in tall, dominating structures to ensure that large structures are contributing to the character of the streetscape without distorting the pedestrian appeal. Commercial storefronts must appeal to pedestrians, not vehicles.
- Maintain consistency with the overall building's scale when designing the size and scale of doors and display windows.



Delineated entrances with articulation, color and material changes, and architectural detailing such as arches.

C. Materials and Colors

- Design commercial storefronts to be unique and expressive of the goods/services offered within.
- The use of natural stone, wood, and brick in commercial storefronts is encouraged.
- “Corporate architecture” that signifies a particular retailer is discouraged. Identify individual retailers through signage.



Design commercial and restaurant storefronts to be distinctive and have definitive entries.

D. Building Frontages/Storefronts

- Compose commercial storefronts primarily of glass or other translucent materials to provide visibility of products or space inside the building.
- Feature windows at the pedestrian level prominently.
- Orient commercial storefronts towards the pedestrian realm through façade articulation, signage, and lighting.



Well-designed, translucent storefronts help to draw customers into commercial uses.

6.4.5 Architectural Design and Character

A. General Open Space Guidelines

- Implement landscaping to enhance the visual quality of commercial developments.
- Utilize landscaping to highlight areas of importance and to buffer/block unsightly views such as back-of-house facilities or utility areas.
- Provide commercial uses adjacent to the public realm opportunities for outdoor seating or sales, to enliven street scenes (outdoor sales in compliance with Fontana Municipal Code Sec. 30.491 – Special Use Regulations).
- Public open space located within commercial areas are to be flexible in nature and provide opportunities to host special events, such as movies in the park, food truck gatherings, subject to Fontana Municipal Code Section 19-3. – Special Permits.
- Design pedestrian paseos as an open space, including but not limited to the incorporation of seating, shade, and entertainment opportunities.
- Planters and pots placed in building recesses or along pedestrian walkways are encouraged, provided they do not block pedestrian circulation.
- Planters and pots must complement the architecture of the surrounding buildings.



Flexible public spaces such as plazas or lawn spaces allow for multiple uses to be accommodated within a single area.

B. Private Open Space

- During all business hours, allow private open space associated with commercial developments to be publicly accessible.
- Private open space must be well-maintained with high-quality fixtures and amenities.
- Provide commercial developments with open spaces that are usable by consumers of all ages and abilities.



Design outdoor components to be inviting, and accessible to individuals of all ages.

6.5 Office, and Public Facilities Design and Development

This section provides additional guidance regarding office and public facility projects within the Specific Plan area. Implementing projects should apply the guidance discussed in this section in conjunction with the Area Wide Common Design Guidelines in Section 6.2 of this Chapter.

6.5.1 Key Office and Public Facilities Design Objectives

The following design objectives for Office and Public Facilities shall be considered when designing projects and improvements in the Specific Plan area:

- Site buildings away from residential development through the use of extensive landscaping and other appropriate measures.
- Provide clear ingress and egress access points for office uses.
- Design pedestrian and bicycle access to office uses in order to provide residents with alternative modes of transit to work.
- Encourage the design of structured parking to preserve space on the site.
- New Office and Public Facilities shall be buffered from residential uses and activities.

6.5.2 Site Planning and Building Placement Considerations

A. Building Placement and Orientation

- Provide adequate buffer between office uses and surrounding development through the use of extensive landscaping, increased setbacks and appropriate building orientation and massing.
- Consider sensitivity in site planning for industrial development that are adjacent to existing development.
- Arrange buildings in a way that provides convenient access to transit stops.



Place landscaping and walkways to be proportionate in scale to office and light industrial buildings.

B. Site Access, Service Areas, and Utilities

Pedestrian Access

- Utilize landscaping, fences, or railings on pedestrian walkways to physically separate internal and external streets and alleys.
- Clearly define primary access points to buildings and pedestrian spaces using accent paving, signage, or other architectural details.

Vehicular Access

- Locate ingress/egress points to provide separate access for large trucks and office employees/visitors.

Services Areas, Trash Enclosures, Utilities and Storage Areas

- Place all installed equipment, electrical, and service rooms within the footprint of the structure. Do not attach any equipment to the outside of the structure.
- Screen storage and service areas from view with walls that are consistent with the architectural style of the building.
- Provide adequate space for maneuvering into and out of a loading position in loading and unloading zones. Design loading and unloading areas in a fashion that integrates with the entire development.
- Utilize a combination of walls and landscaping to screen areas used for loading, refuse, storage, and equipment.
- Enclose trash enclosures with solid block walls that are roofed, allowing pedestrian access by gate.



Equipment shall be internalized within the shell of the building.



Design trash enclosures walls to be roofed and enclosed, with access by pedestrian gate.

6.5.3 Circulation Design

A. Pedestrian and Bicycle Circulation

- Incorporate pedestrian and bicycle connections within the development to outside paths to provide linkages throughout the development, throughout the community, and as an alternative means of commuting to work.
- Clearly delineate pedestrian and bicycle paths on roadways that may experience increased truck traffic due to a variety of industrial and office uses.

B. Vehicular Circulation

- Maintain efficiency in regard to vehicular ingress and egress to the site.
- Design internal large-truck travel lanes to provide direct access to bays or drop-off areas.

6.5.4 Parking Design

A. Parking Facilities and Vehicular Access

General Guidelines

- Locate and design parking spaces to produce the shortest route of travel from a building entrance.

Parking Lot Design

- Physically separate any large truck travel paths located near entry points from parking lots for consumers and visitors.
- Discourage large parking lots from dominating the aesthetic of office projects. Allow parking areas to split into multiple smaller lots or garages.



Design parking lots to be heavily screened from visibility from surrounding uses.

Vehicular Access

- Provide adequate space for vehicle maneuvering to accommodate the turning radii of large trucks, when appropriate, and promotes on-site circulation.
- Provide access to commercial loading docks from alleys or private roads to minimize disruption of commercial activities.
- Allow sufficient driveway length between the street and the first internal drive aisle to allow for queuing of large trucks without blocking internal circulation.

B. Pedestrian Circulation in Parking Lots

- Utilize landscaping, including the use of mounded berms, trees, and shrubs, to screen parking lots adjacent to public rights-of-way that have raised or separated pedestrian walkways.

C. Parking Structures

- Allow parking structures near the Baseline/Sierra Avenue transit stop to accommodate regional users and encourage their activity throughout the Specific Plan area.

Site Organization

- Incorporate first floor retail uses in the event that parking structures and garages are placed directly adjacent to the public realm to enliven the street scene and serve residents, employees, and visitors to the Specific Plan area.
- Allow subterranean parking structures to promote an urban feel. Subterranean parking structures are not required to include step-back elements in massing, wrapped with other uses, or designed with visually interesting facades.

Parking Structure Design

- Encourage creative first- and second-floor exterior design solutions to address visibility of cars from the public realm, including open-air or screening approaches such as exterior-colored panels or living green walls attached to the surface of the structure.
- Utilize special accents that define the main entry, create territorial reinforcement, and provide visual interest. Examples include architectural detailing, specialty lighting, textured

paving, a hardscape decorative border strip along the driveway, and accent paint materials.

6.5.5 Architectural Design and Character

A. Architectural Character

- Maintain a high level of architectural character for office and public facilities that is compatible with adjacent developments, regardless of use.
- Avoid long, blank façades. All façades of a building must contain the same high level of architectural quality.



Design office buildings to have a high quality of architectural character on all sides.

B. Form and Massing

General Guidelines

- Utilize similar scale and massing for new office development to adjacent existing and planned future development.
- Allow for more aesthetically elaborate components of office buildings utilizing glass or other materials to indicate a professional setting.
- Allow building heights, massing, and articulation to define different functions such as offices and warehousing.

Roof Design

- Utilize physical barriers such as parapets to hide all rooftop mechanical equipment from sight. Allow large facilities to place visible mechanical equipment towards the middle of the roofline to decrease visibility.
- Maintain compatibility between the design of parapets and the architecture of the building.



Unique building forms that are encouraged as long as they maintain an appropriate scale in context with the Specific Plan area.

Wall Articulation

- Allow wall articulation in office buildings to be pronounced and scaled appropriately to the size of the overall building.
- Maintain a consistent rhythm and flow of articulation across the entire façade of the building.

C. Materials and Colors

- Utilize materials that withstand vandalism, accidental damage, and exposure to the elements. Avoid high maintenance materials or finishes.
- Utilize accent colors to indicate offices or non-production spaces.
- Allow bright or contrasting colors to be used for trim or accents only.
- Utilize glass or other translucent materials.

- Utilize mixed materials such as wood, slate, etc. to highlight front façades and/or office entry areas.



Glass façades open up the building to the surrounding area and help to decrease the impact of large structures.

D. Green Building Design

- Implement solar or other sustainable energy strategies on rooftops or other applicable portions of office buildings.

6.5.6 Open Space and Paseos

A. General Open Space Guidelines

- Utilize enhanced landscaping to define primarily pedestrian areas such as building entrances.
- Continue off-site pedestrian and bicycle linkages, including trails, where possible.

B. Private Open Space

- Site outdoor eating facilities away from the building and operating facilities for employee breaks.
- Design setback areas to incorporate pedestrian gathering spaces and landscaped paseos. This includes seating, recreational areas, and shaded eating areas.



When designing walkways include mature trees, seating, and lighting to create inviting outdoor spaces.



FONTANA
CALIFORNIA

Chapter Seven *Administration and Implementation*



Chapter 7.0: Administration and Implementation

7.1 Applicability

The provisions of this Chapter are applicable to development and activity and land use within the boundaries of the Walnut Village Specific Plan. The regulations, development standards, and development guidelines as contained in the Walnut Village Specific Plan shall apply in their entirety in the review of new development proposals. In the review of proposals involving the modification of existing development, however, it is recognized that existing site conditions may constrain the extent to which these development standards and guidelines can be met. Acceptable modification for existing development is noted in their respective section.

7.2 Administration and Enforcement

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to utilize Specific Plans for purposes of implementing the goals and policies of the City's General Plan.

This Specific Plan establishes a set of regulations, standards, guidelines, and processes for proposed development within the Specific Plan boundaries and shall constitute the zoning for development within the Specific Plan area. Where the Specific Plan is silent, the provisions of the Fontana Municipal Code prevail.

It shall be the duty of the Director of Planning, or designee, to enforce the provisions set forth in the Walnut Village Specific Plan. The Director of Planning, or designee, shall not issue any permit or license or approve any use or building which would conflict with the provisions of the Specific Plan. Any permit, license, or approval issued that conflicts with the requirements of the Specific Plan shall be considered null and void.

7.3 Interpretation

Whenever the provisions contained in the Specific Plan conflict with the Fontana Municipal Code, the provisions of the Specific Plan shall take precedence. Any ambiguity concerning the content or application of the Specific Plan, including definitions of uses or terms contained within the Specific Plan shall be resolved by the Director of Planning, or designee. Such interpretations shall be consistent with the stated goals and intent of the Specific Plan. If there is a discrepancy between the Fontana Municipal Code and the Specific Plan, then the Specific Plan shall take precedence.

7.4 Severability

If any regulation, condition, program, portion, or policy of this Specific Plan or the application thereof to any person or circumstance is held to be invalid or unconstitutional by any court or competent jurisdiction, such portions shall be deemed a separate, distinct,

and independent provision and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof which can be implemented without the invalid provision or application.

7.5 Specific Plan Amendments

Substantial modifications to the Specific Plan would require an Amendment. An Amendment to the Specific Plan is required if the following occur:

- Changes to the overall Specific Plan boundaries to include ownerships or properties not included in the Specific Plan at the time of approval; or
- Any increase in the overall development intensity/density thresholds within the Specific Plan and/or EIR; or
- Any addition of new land uses not contemplated by the Specific Plan's Development Regulations.

The Walnut Village Specific Plan may be amended utilizing the procedure by which it was originally adopted. In addition, any amendment shall demonstrate that it meets the intent of the Specific Plan's policy framework, including its Design Guidelines and Specific Plan objectives, or provide a finding that the amendment enhances the Plan or is necessary to implement the Plan.

All sections or portions of the Specific Plan to be changed or that may be affected by the change must be included in the application for a Specific Plan Amendment. A concurrent amendment to the General Plan would not be required provided the Director of Planning determined that any substantive changes would not influence the goals, objectives, policies, or programs of the Fontana General Plan.

7.6 Minor Modifications

Allowing flexibility in the administration of the Specific Plan enhances the effectiveness of the Specific Plan as a "living" planning document. Minor modifications to the Specific Plan may be reviewed and approved by the Director of Planning or designee. Minor modifications are determined to be an interpretation that will not have public impacts or cause public concern and will not require a formal Specific Plan amendment. The Director of Planning, or designee, shall approve, approve with modifications and/or conditions, or deny the request for a minor interpretation subject to Minor interpretation procedures outlined in the Fontana Municipal Code Division 9 – Specific Plan Amendment.

Only the following list of modifications shall be considered minor:

- Changes in the locations of infrastructure and public facilities (such as internal roads, drainage facilities, etc.);
- Minor change of landscaping materials and/or locations, wall materials, wall alignment, and streetscape design as set forth in Chapter 6, Design Guidelines, which are intended to be flexible in nature;

- Other modifications like those listed above and deemed minor by the Director of Planning, which are in keeping with the intent of the Specific Plan.
- If the interpretation is related to a proposed use, the decision-making authority is required to make two findings as follows:
 - The proposed use is similar in nature to the listed use in terms of its function; and
 - The proposed use is consistent with the use to which it is compared in terms of impact to traffic, parking, dust, noise, or other negative impacts. There are no findings required to be made for the interpretations of standards and/or requirements in the Specific Plan.
- When a proposed modification or interpretation has the potential for public impact or concern then it must follow amendment procedures as described in Section 7.4 above.

7.7 Implementing Actions

7.7.1. Subdivisions

All divisions of land within the Specific Plan area shall be processed in accordance with the Fontana Municipal Code regarding subdivision and parcelization of land as well as the State of California Subdivision Map Act.

7.7.2. General Plan Amendment

The Fontana General Plan will be amended concurrent with the adoption of the Walnut Village Specific Plan to provide consistency between both documents. The following amendments to the General Plan will occur:

- Update the Land Use Map to show the boundaries of the Specific Plan;
- Update to the General Plan Land Use Element, Housing Element, Circulation Element, and other related conforming amendments to General Plan Exhibits will be performed to ensure that the Specific Plan and the General Plan, as amended, are internally consistent.

7.7.3. Zoning Amendments

The Specific Plan will be adopted by Ordinance and will establish official zoning for the properties. This will be accomplished by amending the official Zoning Map indicating the “Walnut Village Specific Plan”. The Specific Plan shall be incorporated by reference into the Fontana Municipal Code.

7.7.4. Implementation and Financing

Economic development strategies can support the creation of local jobs, tax revenue, and housing by utilizing various economic development strategies that can assist public and

private activities to facilitate development in the Walnut Village Specific Plan area. These may include:

- Grants – State/Federal Funding Sources (U.S. Economic Development Administration “EDA” Grant)
- Enhanced Infrastructure Financing Districts (“EFIDs”)
- Public-Private Partnerships (“P3”) project delivery methods
- Special districts (Business Improvement Districts “BIDs”)
- Property assessed Clean Energy Finance Program (“PACE”)
- Greenhouse Gas Reduction Funds (“GGRF”)

7.8 California Environmental Quality Act Compliance

The Walnut Village Specific Plan has been prepared in conjunction with a Program-level EIR, which identifies potential impacts resulting from the proposed development potential and establishes mitigation measures that reduce them to a less than significant level, where feasible.

As the Lead Agency, the City of Fontana will implement a monitoring program for the approved mitigation measures. To assist in this monitoring effort, a Mitigation Monitoring and Reporting Program will be developed by the City as part of environmental findings and included in the Final EIR certified by the Fontana City Council. The Mitigation Monitoring and Reporting Program will be included as an Appendix of EIR when certified.

The Walnut Village Specific Plan EIR will serve as the primary environmental document for all future development undertaken within the Specific Plan area. The EIR is anticipated to be the definitive environmental document for project implementation within the Specific Plan area, including serving as a Program EIR for purposes of backbone infrastructure improvements. Future development projects that require discretionary review will be examined against the analysis prepared for the EIR to determine if additional environmental documentation must be prepared. Developments that do not require additional discretionary review will not be subject to additional environmental documentation. However, a project applicant will be required to submit documentation substantiating the finding that the development is allowed and in conformance with the Specific Plan, and the potential environmental impacts are within the parameters and timeframe analyzed within the Specific Plan EIR.

Future development projects proposed within the Specific Plan area may be required to prepare their own environmental documentation pursuant to State law. However, subsequent site-specific projects may use the “tiering” concept, as provided by §15385 of the State CEQA Guidelines. The tiering concept is a process by which the City of Fontana, as a lead agency, can adopt the programmatic EIR focusing on the “big picture,” and can then use streamlined CEQA review for subsequent individual development projects in the Specific Plan area. This streamlined CEQA review may be used for each site-specific future development so long as the project is consistent with the findings of



the EIR, the mitigation measures described in the EIR, and the City's General Plan and Zoning Ordinance. This tiering concept allows the City to address the broad environmental issues detailed in this EIR during the planning stages of the proposed Specific Plan. Future site-specific development projects are evaluated on a project-specific basis and may be excused from repeating the broad environmental analysis examined in this comprehensive, programmatic EIR for the entire Specific Plan area.