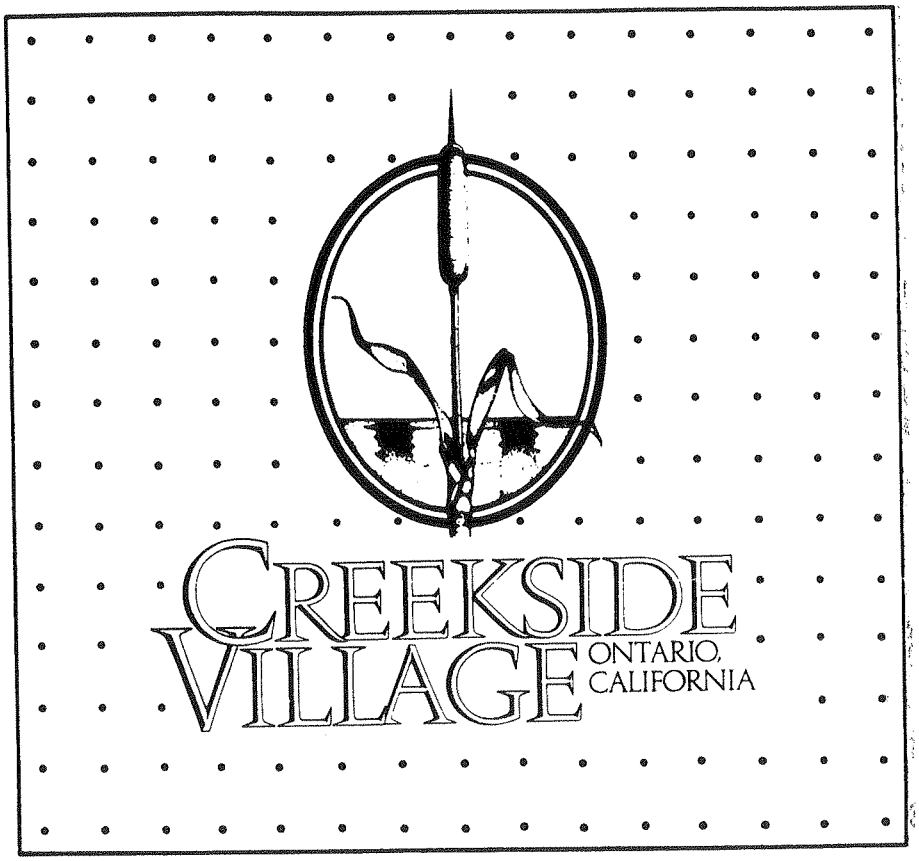


1
Introduction

PREFACE

The following document has been prepared in fulfillment of the City of Ontario Planned Residential Development (PRD) and Specific Plan Requirements. The Creekside PRD text is for use by City planners and decision makers as an orientation to the proposed Creekside Village development. This text provides a set of adoptable policies and standards which provide assurance to the City of Ontario that the intended quality and character of the Creekside project will be maintained through ultimate project completion.

HISTORICAL BACKGROUND

The original Specific Plan was approved by the Ontario City Council in July, 1979.

Major changes included:

- The addition of a 13.7 acre school site; and

- The provision for a future interchange at Haven Avenue and the Pomona Freeway.

Amendment Two was approved in May 1983. This permitted:

- The development of single family detached residences on 3600 sq. ft. lots in specified planning areas.

Amendment Three was approved in August 1984. Major changes included:

- The addition of a 7.6 acre lake in the West Village;

- The transfer of 78 residential units from the East Village to the West Village;

- The provision for flexibility of future transfer of residential dwelling units within individual planning areas provided that a total unit count of 2,574 is not exceeded;

- Modification of the development concept for two activity centers;

- Street width increases to accommodate circulation and traffic flow; and

- Modification of Cul-de-Sac and Knuckle Islands in order to increase maneuverability.

- A text change amendment was approved in March 1985 permitting:

- Area N to be developed with single family detached residences on 3600 sq. ft. lots.

Amendment four was approved in May 1985. Major changes include:

- Area I and X to be developed with 3600 sq. ft. lots;

- Area M and R to be developed with 5000 sq. ft. lots;

- Area G and P to be developed with a Multiple Family Product.

AMENDMENT CONCEPT

This document constitutes the fifth amendment to the Creekside Village Specific Plan recommending the following:

- The change of the neighborhood commercial to a residential single-family detached designation. The Neighborhood Commercial planning area has been redesignated as "Planning Area CC" and reflects residential dwelling units that have been appropriately included in the project's statistical summary. The following exhibits have been changed as result:

  Illustrative Plan (Exhibit 1)
  Land Use (Exhibit 2)
  Land Use Phasing (Exhibit 3)
  Open Space/Recreation (Exhibit 4)
  Vehicular Circulation (Exhibit 8)
  Street Sections - Public Residential (Exhibit 14)
  Conceptual Landscape Plan (Exhibit 18)
  Infrastructure Phasing - Streets (Exhibit 21)
  Infrastructure Storm Drains (Exhibit 22)
  Infrastructure Water (Exhibit 23)
  Infrastructure Sewer (Exhibit 24)
  Grading (Exhibit 25)

  The proposed transfer from commercial to residential reflects the market demands of the area. Fifty-nine Single-Family Detached lots at 3600 sq. ft. are planned for Planning Area CC. In 1979, a total of 2,574 residential dwelling units were approved for the Creekside Village

Specific Plan. To date, a total of 2,399 units have been constructed. The 2,399 units represent project build-out and does not include the 59 residential dwelling units proposed within this specific plan amendment.

Therefore, when including the additional 59 units proposed, the actual total number of dwelling units that will be constructed within the Creekside Village Plan will be 2,458 which is 116 units less than the total number approved for the entire Creekside project site.

The Table below provides a statistical summary that reflects approved dwelling units in relation to those units actually constructed within each planning area:

STATISTICAL SUMMARY

LAND USE	NET ACRES	TOTAL NO. OF D.U.'S APPROVED	TOTAL D.U.'S CONSTRUCTED TO DATE	TOTAL D.U.'S PER AMENDMENT #5
RESIDENTIAL				
SINGLE FAMILY DETACHED (3600)				
F	9.0	65	65	65
H	15.8	84	84	84
I	12.5	88	88	88
J	21.2	162	162	162
N	13.7	103	103	103
S-V	14.0	110	110	110
X	20.2	142	142	142
CC	8.7			59
SINGLE FAMILY DETACHED (5000)				
B	13.8	82	82	82
C	12.1	60	60	60
D	7.7	42	42	42
E	12.8	75	75	75
K	8.7	55	55	55
M	6.1	30	30	30
O	9.3	58	58	58
Q	7.5	53	53	53
R	8.0	35	36	36
T-Y	25.4	125	125	125
Z	18.9	89	89	89
SINGLE FAMILY ATTACHED				
A	10.0	89	89	89
L	9.6	58	58	58
U	15.4	108	108	108
W	10.4	73	73	73
MULTI FAMILY				
AA	7.3	146	146	146
BB	6.7	148	148	148
P	11.0	294	162	152
G	10.3	200	156	156
OPEN SPACE				
SCHOOL	13.7			
LAKE	7.6			
ACTIVITY CENTERS	8.5			
GREENBELTS (ACTIVITY CORRIDORS)	12.4			
LANDSCAPED AREAS/ALONG LOOP/ENTRY/ARTERIAL STREETS	9.2			
COMMERCIAL				
FIRE STATION/ R.V. PARKING	2.7			
DAY CARE CENTERS	2.0			
ROADWAYS				
ARTERIALS (TURNER, HAVEN, RIVERSIDE)	6.6			
LOOP & ENTRY ROADS	15.3			
FREEWAY RAMPS	5.4			
PROJECT TOTALS	409.5	2574	2399	2458

Comments and suggestions from the City of Ontario planning staff and the Day Care Center located immediately adjacent to the site have been instrumental in the formulation of the concepts for this amendment document.

Amendment Concept

This document constitutes the fifth amendment to the fifth amendment to the Creekside Village Specific Plan.

The text consists of four major sections whose purpose is as follows:

1. Introduction

   This portion of the text provides an overview of the proposed project including the preface and project location, the intent and purpose of the Specific Plan, the project goals and objectives, the project concept description and a listing of definitions and general notes.

2. Master Plans

   This portion of the text provides a development outline for the various project components and implementation guidelines concerning residential land uses, phasing, open space recreation, circulation, street sections, landscaping plans, lake amenities, infrastructure utilities and grading.

3. Development Standards

   This portion of the text provides more specific regulations relative to permitted uses and restrictions on these uses; included in this section are development standards and criteria specifying permitted uses by density, type, and dimension.

4. Procedural Implementation and Modification

   This portion of the text identifies the specific implementation mechanism which will ensure compliance with the plans, policies, and standards outlines in the Specific Plan.

PROJECT LOCATION

The Creekside Village Planned Residential Development encompasses approximately 410 acres in the southeast portion of the City of Ontario adjacent to the Pomona Freeway (Route 60). The site has direct access from Riverside Drive and Haven Avenue, with regional access provided from the San Bernardino Freeway (Interstate 10) and the Ontario Freeway (Interstate 15).

The site is adjacent to a large agricultural region known primarily for its dairy farming, vineyards and row crops. The site lies in a broad flat basin located at the base of the San Gabriel Mountains. Two major utility easements are contained within the site, one owned by southern California Gas Company and the other owned by the Southern California Edison Company.

The site is generally bounded by the Pomona Freeway on the north, Riverside Drive on the south, Turner Avenue on the west, and on the east bounded by the existing Edison powerlines lying west of Milliken Avenue. (See EXHIBIT 4)

INTENT AND PURPOSE OF SPECIFIC PLAN

Implementation of this Specific Plan provides assurance to the City of ontario that the ultimate development of the site will be consistent with the intended goals and objectives of the General Plan over the long-term. The purpose of the Specific Plan is to provide more detailed emphasis on implementation guidelines for the General Plan designations.

In preparing a Specific Plan, all detailed regulations, conditions, programs, and proposed legislation necessary for the implementation of the General Plan have been included as outlined in the State of California Planning and Zoning Laws and Subdivision Map Act of 1980, Chapter 3, Article 8. These include, but were not limited to, the following:

1. The location of various land uses as well as building and siting restrictions.

2. The location of streets and their widths.

3. Standard for population and building density.

4. Standards for conservation, development and utilization of natural resources present on the site.

5. Implementation guidelines for the applicable provisions of the open space element.

6. Other measures necessary to insure execution of the General Plan.

Project Goals and Objectives

The Creekside Village Planned Residential Development has several goals and objectives for the purpose of providing balanced residential community. Most of these goals have already been met. The Master Planned Community goal is 100% successful. The project is completed with the exception of Planning Area CC. These include:

1. Construction of a lake approximately 7.6 acres in size to provide recreational and visual amenity.

2. Enhancement of the existing terrain through the provision of berms, open space activity corridors and extensive landscaping.

3. Provisions of a sense of community through the use of a major open space network linking residential neighborhood with community recreational areas.

4. Provisions for individual lifestyle choices, expressed through a variety of housing types and prices to satisfy the spectrum of socio-economic desires.

5. Establishment of employment opportunities.

6. Provision of convenient, safe access to parks, schools and commercial uses.

7. Provision for a comprehensive sewer, water, and drainage infrastructure system.

8. Location of initial phases of development in close proximity to existing public services and utilities.

9. Utilization of structural and landscape areas to minimize disturbance from the nearby freeway, major arterial and agricultural areas.

10. Provision of landscape and streetscape design details which enhance the aesthetic quality of the community.

Project Description

The Creekside Village development incorporates the planning and design flexibility allowed under the PRD-Specific Plan to establish a community combining a total of 2,574 Single Family Detached (SFD) units, Single Family Attached (SFA) units and Multi-Family (MF) units in addition to nine individual activity centers. The Creekside community will be developed on 410 acre at an overall gross density of 6.3 units to the acre, allowing for development of a 7.6 acre lake and the maximum provision of a community-wide greenbelts and open space.

The Illustrated Site Plan (EXHIBIT 1) is a graphic representation of the Creekside development outlined in the Specific Plan text which follows. This is a conceptual example and is only an indication of how the Creekside planned Development could appear upon completion.

The Creekside Village planned residential development will be a community of residential, commercial, and recreational uses. The Creekside development embodies a country style theme along two interconnected villages whose primary entryway and separation will be defined by Haven Avenue. There will be a variety of housing types in a recreation oriented environment; open space greenbelts and a network of pedestrian-bicycle paths will be interwoven among the East and West Villages.

Development of the Creekside Village is well underway with the infrastructure installation completed and construction of nearly all Phases completed (see Land Use Planning section).

The East and West Villages will encompass a loop vehicular circulation system in addition to a pedestrian circulation system along a greenbelt network of pedestrian-bike pathways and recreation activity centers.

The Creekside Village development concept includes an approximate 7.6 acre lake, landscaped greenbelts, buffers and street landscaping. Each street will be landscaped with plants and trees appropriate to the project's country theme. The greenbelts, in particular, will emphasize water-oriented vegetation in order to accommodate the combined open space and drainage course use of the greenbelts.

The major recreation activity centers are proposed to be located in the innermost portions of the development so as to provide easy access to residents.

The entrance statement to the development will be provided by the major entryways to each village from Haven Avenue. In addition to serving as the primary access point to the community, the tone, theme and pace of the project will be established through the siting of landscaped greenbelts, roadways, recreation centers and housing types at these entryways so as to strongly define the project image.

The Creekside community components are as follows:

The Residential component is intended to provide various housing types, densities, and prices to meet the needs of a wide range of family incomes.

Units will be interconnected by convenient roadway, pedestrian and bicycle accessways to all other facets of the community. Open space and recreation amenities will be located with convenience and ease of enjoyment to all residential areas. The primary residential unit categories are:

1. Single Family Detached housing to include conventional single family units on varied lot sizes with front, back and side yards and patio homes, each with varying amounts of sufficient interior living area to support family style living.

2. Single Family Attached housing to include rear-loaded townhomes, estate-like duplexes and triplexes, patio homes, and frontloaded zero lot line homes providing for cluster developments offset by common open space areas for the living style of young and adult married and growing families.

3. Multi-Family Housing to include apartments and/or condominiums enriched by high activity recreation centers suitable for small families, young married and singles.

4. Elementary School Site has been acquired in the East Village for future use by the Mountain View School District to serve the elementary education needs of the District and residents of Creekside. The design for this school is approved and will soon be constructed.

The Commercial Component is intended to provide commercial needs in an easy to reach location for project residents. Commercial uses will be interconnected to the roadway, pedestrian

interconnected to the roadway, pedestrian and bicycle systems to provide for ease of access. The commercial components are:

1. Recreational Vehicle Parking-Storage including leasable storage space will be available to Creekside residents for recreation vehicles, trailers, campers, and storage for other belongings not easily stored with the home.

2. Day Care Centers is proposed for the purpose of providing educational and babysitting facilities for children of working Creekside parents desiring a close-to-home supervised and instructional facility for pre-schoolers during daytime working hours.

3. Cable T.V. is proposed to serve the Creekside development. Cable T.V. head-end facilities may be located within Creekside in order to provide this service.

The Open Space Component provides a network of landscaped open space and pedestrian bicycle trails which interconnect each village internally and each village to the other. All community components including residential units, commercial, recreational, and school facilities can be reached by travel through the open space network. The foot and bikeways offer residents mobility within the community independent of the automobile. Most importantly, the open space system provides for a variety of recreational opportunities amidst a landscaped environment. The walkway system will also provide access to additional open space which is available at both the middle school and park site adjacent to the West Village and the Creekside elementary school in the East Village (See Exhibit 4). The open space components are:

1. A lake will be located within the loop road of the West Village, providing nearly 8 acres of water amenity for adjacent homesites as well as for the entire Creekside development. The master developer is reviewing various mechanisms which will allow, if possible, both villages the use of the lake.

2. Greenbelts (Activity Corridors) will incorporate landscaped swales for the dual purpose of providing project-wide drainage courses and an open space system of pedestrian and bicycle pathways for common use throughout each village.

3. Activity Centers to provide recreational opportunities for the entire community in a way which best suits each lifestyle. Major centers will serve the largest number of residents with the broadest range of activities including tennis courts, spa, and swimming pool while smaller activity centers will be provided to correspondingly lower density residents.

4. Landscape Areas will include major entryway buffers and arterial roadway landscaping to enhance the country theme by providing increased visual imageability and a nature park-like environment.

The Roadway Component is intended to provide maximum convenience of vehicular travel while unifying the community through a common roadway network. The circulation system will assure even distribution of traffic to minimize roadway congestion while providing an aesthetically landscaped streetscape making travel throughout the development pleasant and safe. The roadway components are:

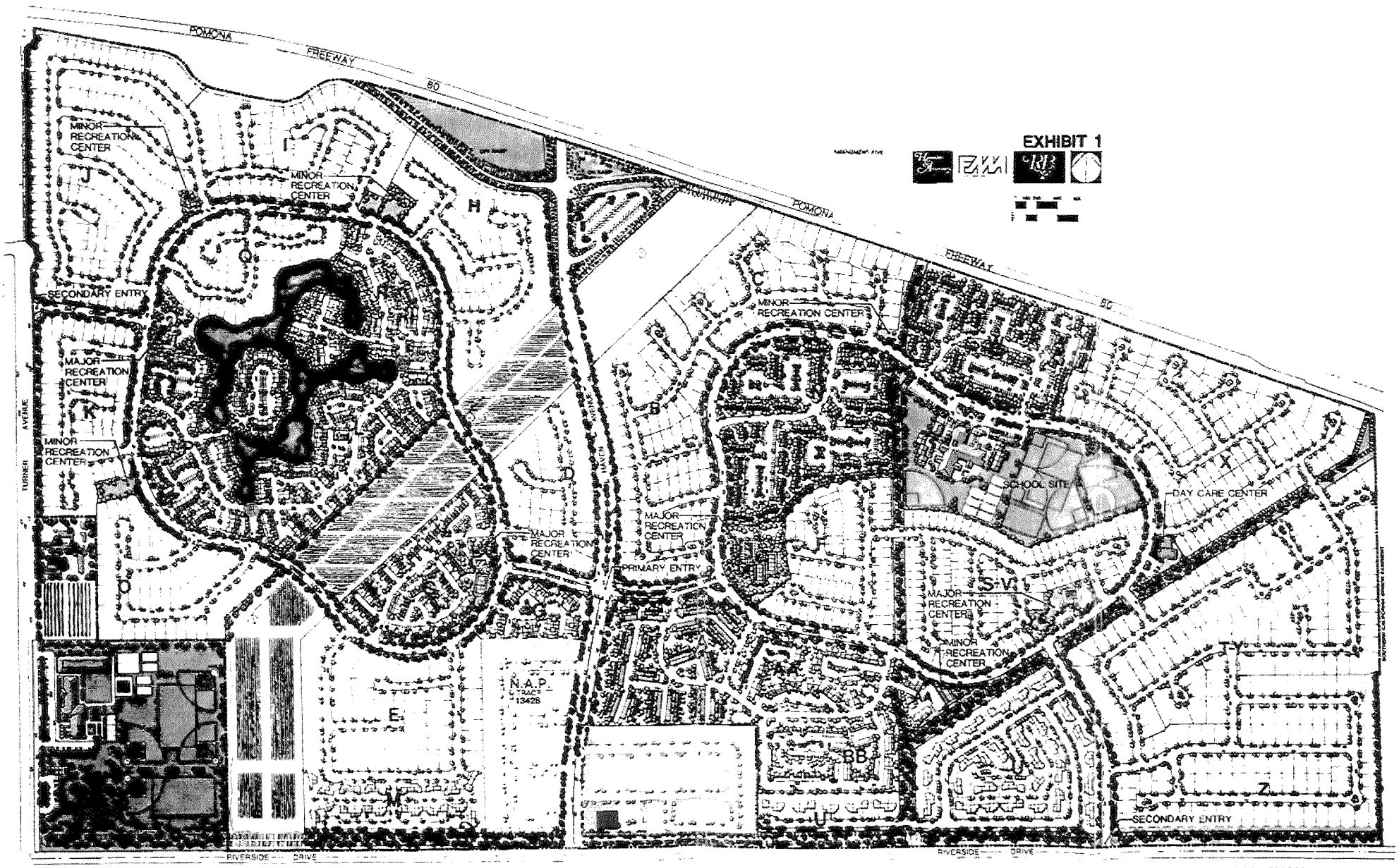
1. Loop Vehicular System will consist of a looped set of roadways unique to each village interconnecting all facets of the community and binding the development into a cohesive unit through the use of commonly travelled roadways in a country-like setting.

2. Primary and Secondary Entryways will include primary entryways to each village from Haven Avenue and secondary entryways from Riverside Drive and Turner Avenue for the purpose of minimizing traffic to surrounding roadways and providing major entry focal points to enhance community identity.

3. Public Streets are proposed for the project entry access, vehicular loops, single family detached residential streets and selected single family attached residential streets, so as to facilitate access to the general public.

4. Private Streets are primarily proposed for the streets located within most single family attached and the multiple family residential uses.

5. Freeway Offramp and Onramp provisions have been made at the intersection of Haven Avenue and the Pomona Freeway for access to Ontario International Airport (OIA). An OIA ground access study prepared in 1979 has determined that in order to expand airport terminal facilities, alternative access routes must be developed. The City of Ontario is currently awaiting funding for the Ontario Ground Access program.



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