

## 3. Project Description

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### 3.1 PROJECT LOCATION

The City of Ontario is in the southwestern corner of San Bernardino County and is surrounded by the Cities of Chino and Montclair, and unincorporated areas of San Bernardino County to the west; the Cities of Upland and Rancho Cucamonga to the north; the City of Fontana and unincorporated land in San Bernardino County to the east; and unincorporated Riverside County land to the south (see Figure 3-1, *Regional Vicinity*, and Figure 3-2, *Citywide Aerial*). The City is in the central part of the Upper Santa Ana River Valley. This portion of the valley is bounded by the San Gabriel Mountains to the north; the Chino Hills, Puente Hills, and San Jose Hills to the west; the Santa Ana River to the south; and Lytle Creek Wash on the east.

The City comprises approximately 50 square miles (31,958 acres), which includes the 8,200-acre New Model Colony (NMC) in the southern portion of the City (formerly the City's Sphere of Influence). The northern urbanized portion of the City is known as the Original Model Colony (OMC). The City is generally bounded by Benson Avenue and Euclid Avenue on the west; Interstate 10 (I-10), 8<sup>th</sup> Street, and 4<sup>th</sup> Street on the north; Etiwanda Avenue and Hamner Avenue on the east; and Merrill Avenue and the San Bernardino County/Riverside County boundary on the south; see Figure 3-3, *Local Vicinity*. Regional circulation to and through the City is provided by I-10 and State Route 60 (SR-60) east–west, and by I-15 and SR-83 (Euclid Avenue) north–south. The City is also home to the Los Angeles/Ontario International Airport (LAONT).

Ontario can be divided into four general areas, shown on Figure 3-4, *Generalized and Focus Areas*, and described below:

**Area 1** – The area generally west of Grove Avenue and north of I-10. This is the older area of the city and includes the historic downtown, civic center, and Euclid Avenue. It is characterized by smaller lots, a grid street pattern, a large number of single- and multifamily homes, and a number of historic structures. A swath of industrial uses divides this area into two halves. This industrial area reflects the take-off pattern of LAONT and capitalizes on the railroad.

**Area 2** – The airport and areas generally east of Grove Avenue and north of SR-60. The airport determines circulation patterns and land uses in its immediate vicinity. This area also includes the Ontario Metro Airport Center and a large area of hospitality, industrial, warehousing, and distribution uses that surround LAONT.

**Area 3** – The area south of SR-60 and north of Riverside Drive. This area is separated from the OMC by SR-60 and is characterized by large, traditional single-family and master-planned residential communities with retail-oriented commercial centers at major intersections.

**Area 4** – The area generally south of Riverside Drive. This area comprises the NMC area and is characterized by a mixture of residential neighborhoods focused around village centers of employment, retail, service, entertainment, cultural, and residential uses connected by a network of greenways and trails, open spaces, amenities, infrastructure, and the Great Park, a linear open space amenity containing active and passive recreational features, gardens, water features, and cultural facilities.



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### 3.2 STATEMENT OF OBJECTIVES

The following objectives have been established for The Ontario Plan and will aid decision makers in their review of the project and associated environmental impacts:

- Provide a comprehensive update to the City's General Plan that establishes the goals and policies that create a built environment and cultural setting that fosters the enjoyment, financial benefit and well being of the entire community;
- Provide a streamlined, user-friendly, web-based General Plan that is easily accessible to the public;
- Designate the distribution, location, balance, and extent of land uses including residential, retail, employment, open space, and public uses;
- Link Ontario's community design goals to a broader context that includes economic development, land use, housing, community health, infrastructure, and transportation;
- Improve the balance between jobs and housing within the San Bernardino County Association of Governments subregion to reduce vehicle miles traveled and associated air quality impacts consistent with regional jobs/housing balance policies;
- Provide employment and housing opportunities for the San Bernardino County Association of Governments subregion consistent with the goals of the Southern California Association of Government's Compass Blueprint Program;
- Provide for high-intensity mixed-use urban centers along the Interstate 10 corridor and within the New Model Colony that reduces vehicle trips and incorporates smart growth principles;
- Foster the development of pedestrian and transit-oriented environments that create lively, appealing and safe pedestrian areas, active during both daytime and evening hours;
- Maintain Ontario's distinct neighborhoods and districts to foster a positive sense of identity and belonging among residents and businesses;
- Establish a framework for using and managing the City's natural resources sustainably;
- Provide for the security and safe transportation of goods and hazardous materials and maintain disaster preparedness and response and recovery systems to reduce loss of life, injury, private property damage, infrastructure damage, economic losses, and social dislocation;
- Correlate the mobility system with the future land use patterns and buildout levels of Ontario and with other transportation planning efforts by local, state, and federal authorities;
- Address a range of mobility options in Ontario, including vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, and transit.

**Figure 3-1**      **Regional Vicinity**



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**Figure 3-2**      **Citywide Aerial**



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**Figure 3-3**      **Local Vicinity**



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**Figure 3-4**      **Generalized and Focus Areas**



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**3.3 PROJECT CHARACTERISTICS**

“Project,” as defined by the CEQA Guidelines, means “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1) An activity undertaken by any public agency included by not limited to...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700...” (14 California Code of Regulations 15378[a]). This DEIR compares the buildout potential for the proposed land use plan with the existing baseline condition (see Chapter 4, *Environmental Setting*).

**3.3.1 Existing General Plan**

The current General Plan for the City of Ontario was adopted in 1992. Figure 3-5, *Current Land Use Plan*, shows the existing land use designations. Table 3-1, *City of Ontario Current General Plan Land Use Designations*, presents a breakdown of land uses in the City by the current General Plan (adopted 1992), Housing Element (adopted 2001), and the NMC Sphere of Influence General Plan Amendment (adopted 1998).

In the current General Plan, five designations regulate residential development at densities ranging between a maximum of 2 units per acre to a maximum of 35 units per acre, accommodating approximately 32,312 new units by the time of buildout.<sup>1</sup> Five land use designations in the current General Plan regulate retail/service and commercial development, which ranges from general neighborhood to administrative/professional commercial development. These land use designations allow other uses such as parks, childcare facilities, live-work units, utilities, and other public/institutional uses that are determined to be compatible with the needs of the surrounding neighborhood, and those that help enhance community. The current General Plan designates approximately 4.9 percent (1,568 acres) of the City’s total 31,958 acres for these land uses. Industrial and business park land uses make up the employment category of the current General Plan’s Land Use Element. Together they total 7,947 acres, but the industrial land use makes up the larger proportion of employment-designated areas, with 6,678 acres (21 percent of the City’s total acreage).



**Table 3-1  
City of Ontario Current General Plan Land Use Designations**

<i>Land Use</i>	<i>Acres</i> <sup>1</sup>	<i>Assumed Density/ Intensity</i> <sup>2</sup>	<i>Units</i>	<i>Population</i> <sup>3</sup>	<i>Square Feet</i>	<i>Jobs</i> <sup>4</sup>
<b>Residential</b>						
Rural	384.2	0 to 2 du/acre	768	3,071		
Low Density	9,080.7	2 to 4.5 du/acre	38,557	154,114		
Low-Medium Density	329.8	5 to 8.5 du/acre	2,803	11,205		
Medium Density	1,853.3	8.5 to 18 du/acre	30,638	116,953		
<b>Subtotal</b>	<b>11,648.0</b>		<b>72,767</b>	<b>285,343</b>		
<b>Mixed Use</b>						
Downtown	71.0	35 du/acre	1,491	2,982	989,683	1,771
New Model Colony	433.6	18 du/acre	2,341	4,683	7,688,492.5	18,524.0
<b>Subtotal</b>	<b>504.6</b>		<b>3,832</b>	<b>7,665</b>	<b>8,678,176</b>	<b>20,295</b>
<b>Retail/Service</b>						
Neighborhood Commercial	460.8	0.30 FAR			6,021,734	14,573

<sup>1</sup> There are approximately 46,280 residential units in the City of Ontario (see Table 4-1 in Chapter 4, *Environmental Setting*)

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**Table 3-1  
City of Ontario Current General Plan Land Use Designations**

<i>Land Use</i>	<i>Acres</i> <sup>1</sup>	<i>Assumed Density/ Intensity</i> <sup>2</sup>	<i>Units</i>	<i>Population</i> <sup>3</sup>	<i>Square Feet</i>	<i>Jobs</i> <sup>4</sup>
General Commercial	407.5	0.30 FAR			5,325,210	4,964
Office/Commercial <sup>5</sup>	1,066.0	0.75 FAR	1,992	3,984	20,157,709.8	44,083.6
Hospitality	269.9	1.0 FAR			11,756,844	8,441
Administrative/ Professional	20.7	0.75 FAR			676,269	1,934
<b>Subtotal</b>	<b>2,704.6</b>		<b>1,992</b>	<b>3,984</b>	<b>59,609,566</b>	<b>108,747</b>
<b>Employment</b>						
Business Park	722.1	0.40 FAR			12,581,870	22,081
Industrial	6,781.8	0.55 FAR			162,478,364	141,519
<b>Subtotal</b>	<b>7,503.9</b>				<b>175,060,235</b>	<b>163,600</b>
<b>Other</b>						
Open Space – Nonrecreation	1,371.4	Not applicable				
Open Space – Recreation	959.4	Not applicable				
Open Space–Water	8.2	Not applicable				
Public Facility	116.9	Not applicable				
Public School	604.7	Not applicable				
Los Angeles/Ontario International Airport (LAONT)	1,422.4	Not applicable				
Landfill	220.1	Not applicable				
Railroad	136.9	Not applicable				
Roadways	4,756.9	Not applicable				
<b>Subtotal</b>	<b>9,596.9</b>					
<b>Total</b>	<b>31,958.0</b>		<b>78,592</b>	<b>296,992</b>	<b>243,347,977</b>	<b>292,641</b>

Notes

Historically, buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the General Plan. Accordingly, the buildout estimates in the General Plan do not assume buildout at the maximum density or intensity and instead are adjusted downward to account for variations in buildout intensity.

<sup>1</sup> Acres are given as adjusted gross acreages, which do not include the right-of-way for roadways, flood control facilities, or railroads.

<sup>2</sup> Density/Intensity includes both residential density, expressed as units per acre, and nonresidential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.

<sup>3</sup> Estimates of population by residential designation are based on a persons-per-household factor that varies by housing type. 2.000 for Mixed Use and Office/Commercial, 3.347 persons per household for multifamily, 3.278 persons per household for single-family attached, and 3.997 persons per household for single-family detached.

<sup>4</sup> The factors used to generate the number of employees are 2.310 e/1000 square feet of community commercial; .718 e/1000 square feet of regional commercial; .650 e/1000 square feet of industrial; and .986 e/1000 square feet of office.

<sup>5</sup> The current General Plan allows residential uses in a few areas (Meredith; Ontario Center, east of Haven; and Ontario Festival) designated as "Office/Commercial," as per specific plans for those areas. Formulas for determining dwelling units in these areas assume a given proportion of residential uses. Nonresidential square feet is provided in Specific Plan document. Formulas used to estimate nonoffice versus office square feet were assumed and based on the land use descriptions provided in the Specific Plan document.

**Figure 3-5**      **Current Land Use Plan**



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### 3.3.2 Description of the Project

#### The Ontario Plan

The proposed project is the preparation of The Ontario Plan, which consists of a Vision, Governance Manual, Policy Plan, City Council Priorities, Implementation Plans, and Tracking and Feedback. The Ontario Plan integrates components of city governance documents into a single guidance system that shapes the community 20 years or more into the future.

The Ontario **Vision** describes the future community of Ontario. Its basic purpose is to improve the quality of life for the people of Ontario. It is the rationale and motivation for everything the City does.

The **Governance Manual** describes the foundation for conducting the public's business on behalf of the present and future people of Ontario. It explains how The Ontario Plan is a tool for decision-making and communication.

**City Council Priorities** define the short-term direction in City actions and initiatives. They are the primary means for exercising leadership in carrying out The Plan and realizing the Vision.

The **Policy Plan** connects intent with action through the broad range of Goals and Policies that would guide the long term growth and development required for the City to achieve its Vision. It also satisfies the California Government Code requirement for a general plan. Figure 3-6, *Proposed Land Use Plan*, shows the proposed General Plan land use designations that guide and regulate land use patterns, distributions, densities and intensities in the City of Ontario, including residential employment, retail, recreation, and public uses.

**Implementation** consists of actions taken to carry out Plan policies. This includes initiatives by the City and decisions on public and private development projects.

**Tracking and Feedback** allows the City to learn from experience and redirect efforts.

Pursuant to CEQA Guidelines Section 15064(d), this EIR considers the direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by The Ontario Plan. Consequently, this EIR focuses on impacts from changes to land use associated with buildout of the Proposed Land Use Plan, within the Policy Plan, and impacts from the resultant population and employment growth in the City. The Ontario Plan Proposed Land Use Plan for the ultimate development of the City is not linked to a timeline. However, for the purpose of this environmental analysis, buildout of the Proposed Land Use Plan is forecast for the year 2035.

#### Policy Plan Elements

The update of the Policy Plan involves revisions to the current General Plan land map and to elements required by the State of California, as well as optional elements.

- **Land Use Element:** Guides and regulates land use patterns, distributions, densities, and intensities in Ontario, including residential, employment, retail, recreation and public uses.
- **Community Design Element:** Establishes the goals and policies that will create a built environment that fosters the enjoyment, financial benefit, and well-being of the entire community.



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- **Community Economics Element:** Establishes goals and policies for promoting private investment in Ontario, increasing the quantity and quality of jobs, expanding and diversifying the City’s revenue sources and guiding the City’s financial decisions.
- **Environmental Resources Element:** Guides management of Ontario’s natural resources infrastructure and provides policies that support systems integration, resource conservation and regeneration, and energy independence.
- **Safety Element:** Provides policies to minimize impacts on life, property, and commerce from, and exposure to, manmade and natural disasters.
- **Social Resources Element:** Provides goals and policies for the health and well-being of the Ontario community, addressing such issues as health care, education, and community services for the full spectrum of our population.
- **Mobility Element:** Guides the design and improvement of our multifaceted transportation system to meet the current and future needs of our residents and businesses.
- **Parks and Recreation Element:** Provides goals and policy direction for the provision of parks and recreation facilities to meet the current and future needs of the Ontario community.
- **Housing Element:** Plans for the production, preservation, and improvement of housing in the Ontario community.

The project also involves a public outreach program that includes a variety of community-wide and focused public participation components. Policies that govern the decisions of the City of Ontario included in the Policy Plan are shown in Table 3-2.

**Table 3-2  
Policy Plan Policies**

<i>Element</i>	<i>Policies</i>
<b>Environmental Resources Element</b>	
<b>Water and Wastewater</b>	
ER1-1	Local Water Supply. We increase local water supplies to reduce our dependence on imported water.
ER1-2	Matching Supply to Use. We support matching water supply and quality to the appropriate use.
ER1-3	Conservation. We require conservation strategies that reduce water usage.
ER1-4	Supply-Demand Balance. We require that available water supply and demands be balanced.
ER1-5	Groundwater Management. We protect groundwater quality by promoting strategies that prevent pollution, require remediation where necessary, capture and treat urban runoff, and recharge the aquifer.
ER1-6	Urban Runoff Quantity. We encourage the use of low impact development strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.
ER1-7	Urban Runoff Quality. We require the control and management of urban runoff, consistent with Regional Water Quality Control Board regulations.
ER1-8	Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.
<b>Solid Waste and Recycling</b>	
ER2-1	Waste Diversion. We promote increasing our waste diversion rate to meet or exceed AB 939 requirements.
ER2-2	Hazardous and Electronic Wastes. We prohibit the disposal of hazardous and electronic waste into the municipal waste stream pursuant to state law.

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**Table 3-2  
Policy Plan Policies**

<b>Element</b>	<b>Policies</b>
ER2-3	Purchase Products Made from Recycled Materials. We purchase recycled-content products where it is cost-effective.
<b>Energy</b>	
ER3-1	Conservation Strategy. We promote conservation as the first strategy to be employed to meet applicable energy-saving standards.
ER3-2	Green Development – Communities. We encourage the use of the LEED Neighborhood Development rating system to guide the planning and development of all new communities.
ER3-3	Transportation Energy. We promote development that reduces the energy associated with getting people to and from buildings. Community facilities should be sited in areas accessible to public transportation.
ER3-4	Green Development – Public Buildings. We require all new and renovated City buildings in excess of 10,000 square feet to achieve a LEED Silver Certification standard, as determined by the US Green Building Council.
ER3-5	Fuel Efficient and Alternative Energy Vehicles and Equipment. We should purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.
ER3-6	Generation – Renewable Sources. We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.
<b>Air Quality</b>	
ER4-1	Land Use. We support the reduction of GHG and other local pollutant emissions through compact, mixed-use, and transit-oriented development and development that improves the regional jobs/housing balance.
ER4-2	Sensitive Land Uses. We prohibit the future siting of sensitive land uses within the distances defined by the California Air Resources Board for specific source categories without sufficient mitigation.
ER4-3	Greenhouse Gases (GHG) Emissions Reductions. We will actively pursue the reduction of GHG emissions in accordance with regional, state, and federal regulations.
ER4-4	Indoor Air Quality. We require all building materials, including interior finishes, in new development and major renovations to meet the air quality standards and regulations set forth by the South Coast Air Quality Management District.
ER4-5	Mobile Sources in Interior Spaces. We encourage the use of low or zero emission interior mobile equipment within commercial and industrial buildings.
ER4-6	Transportation. We promote mass transit and nonmotorized mobility options (walking, biking) to reduce air pollutant emissions.
ER4-7	Particulate Matter. We support efforts to reduce particulate matter to meet state and federal clean air standards.
ER4-8	Other Agency Collaboration. We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source.
ER4-9	Tree Planting. We support the protection of healthy trees within the City and the planting of new trees to increase carbon sequestration and help the regional/local air quality.
<b>Biological, Agricultural, and Mineral Resources</b>	
ER5-1	Habitat Conservation Areas. We support the protection of biological resources through the establishment, restoration, and conservation of high quality habitat areas.
ER5-2	Right to Farm. We support the right of existing farms to continue their operations within the New Model Colony.
ER5-3	Transition of Farms. We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.
ER5-4	Mining Operations. We prohibit future mining operations where the resource extraction activities are incompatible with existing or proposed adjacent land uses.
ER5-5	Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species. (The term "protected species" is used here to encompass any plant or animal that is legally protected because it is endangered, threatened to become endangered, or one of special concern. Legal protection may be at the federal, state, or local level.)



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**Table 3-2  
Policy Plan Policies**

<i>Element</i>	<i>Policies</i>
<b>Community Design Element</b>	
<b>Image and Identity</b>	
CD1-1	City Identity. We take actions that are consistent with the City being a leading urban center in southern California.
CD1-2	Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.
CD1-3	Neighborhood Improvement. We require viable existing residential and nonresidential neighborhoods to be preserved, protected, and enhanced in accordance with our land use policies.
CD1-4	Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage, and lighting.
CD1-5	View Corridors. We require all major north–south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City’s visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards, and may be enhanced by framing with trees.
<b>Design Quality</b>	
CD2-1	Quality Architecture. We encourage all development projects to convey visual interest and character through: <ul style="list-style-type: none"> <li>• building volume, massing, and height to provide appropriate scale and proportion.</li> <li>• a true architectural style which is carried out in plan, section, and elevation through all aspects of the building and site design and appropriate for its setting.</li> <li>• exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.</li> </ul>
CD2-2	Neighborhood Design. We create distinct residential neighborhoods that are functional, have a sense of community, emphasize livability and social interaction, and are uniquely identifiable places through such elements as: <ul style="list-style-type: none"> <li>• a pattern of smaller, walkable blocks that promote access, activity, and safety.</li> <li>• variable setbacks and parcel sizes to accommodate a diversity of housing types.</li> <li>• traffic calming measures to slow traffic and promote walkability while maintaining acceptable fire protection and traffic flows.</li> <li>• floor plans that encourage views onto the street and deemphasize the visual and physical dominance of garages (introducing the street frontage as the “outdoor living room”).</li> <li>• landscaped parkways, with sidewalks separated from the curb.</li> </ul>
CD2-3	Commercial Centers. We desire commercial centers to be distinctive, pedestrian friendly, functional, and vibrant with a range of businesses, places to gather, and connectivity to the neighborhoods they serve.
CD2-4	Mixed Use, Urban Office, and Transit Serving Areas. We require mixed use, urban office, and transit serving areas to be designed and developed as pedestrian-oriented “villages” that promote a vibrant, comfortable, and functional environment.
CD2-5	Streetscapes. We design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration; strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.

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**Table 3-2  
Policy Plan Policies**

<b>Element</b>	<b>Policies</b>
CD2-6	<p>Connectivity. We promote development of local street patterns and pedestrian networks that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent “islands” through the following means:</p> <ul style="list-style-type: none"> <li>• local street patterns that provide access between subdivisions and within neighborhoods and discourage through traffic.</li> <li>• a local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials.</li> <li>• neighborhoods, centers, public schools, and parks that are linked by pedestrian greenways/open space networks. These may also be used to establish clear boundaries between distinct neighborhoods and/or centers.</li> </ul>
CD2-7	Sustainability. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques.
CD2-8	Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.
CD2-9	Landscape Design. We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.
CD2-10	Surface Parking Areas. We require parking areas visible to or used by the public to be landscaped in an aesthetically pleasing, safe, and environmentally sensitive manner. Examples include shade trees, pervious surfaces, urban runoff capture and infiltration, and pedestrian paths to guide users through the parking field.
CD2-11	Entry Statements. We encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed-use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.
CD2-12	Site and Building Signage. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.
CD2-13	Entitlement Process. We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.
CD2-14	Availability of Information. We provide easy access to information for developers, builders, and the public about design quality, construction quality, and sustainable building practices.
CD2-15	Leverage Professional and Trade Organizations. We support excellence in design and construction quality through collaboration with trade and professional organizations that provide expertise, resources, and programs for developers, builders, and the public.
<b>Pedestrian Environments</b>	
CD3-1	Pedestrian Circulation. We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated and designed to maximize safety, comfort, and aesthetics.
CD3-2	Connectivity between Streets, Sidewalks, Walkways, and Plazas. We require that landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways, and plazas for pedestrians.
CD3-3	Building Entrances. We require all building entrances to be accessible and visible from adjacent streets, sidewalks, or public open spaces.
CD3-4	Ground Floor Usage of Commercial Buildings. We create lively pedestrian streetscapes by requiring the location of uses, such as shopping, galleries, restaurants, etc., on ground floors adjacent to sidewalks.
CD3-5	Paving. We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public spaces.
CD3-6	Landscaping. We utilize landscaping to enhance the aesthetics, functionality, and sustainability of streetscapes, outdoor spaces, and buildings.



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**Table 3-2  
Policy Plan Policies**

<b>Element</b>	<b>Policies</b>
CD3-7	Transit Stops. We require transit stops to be well lit, safe, appealing to, and accessible by pedestrians.
<b>Historic Preservation</b>	
CD4-1	Cultural Resource Management. We update and maintain an inventory of historic sites and buildings, professional collections, artifacts, manuscripts, photographs, documents, maps, and other archives.
CD4-2	Collaboration with Property Owners and Developers. We educate and collaborate with property owners and developers to implement strategies and best practices that preserve the character of our historic buildings, streetscapes, and neighborhoods.
CD4-3	Collaboration with Outside Agencies. We pursue opportunities to team with other agencies, local organizations, and nonprofits in order to preserve and promote Ontario's heritage.
CD4-4	Incentives. We use the Mills Act and other federal, state, regional, and local programs to assist property owners with the preservation of select properties and structures.
CD4-5	Adaptive Reuse. We actively promote and support the adaptive reuse of historic sites and buildings to preserve and maintain their viability.
CD4-6	Promotion of Public Involvement in Preservation. We engage in programs to publicize and promote the City's and the public's involvement in preservation efforts.
CD4-7	Public Outreach. We provide opportunities for our residents to research and learn about the history of Ontario through the Planning Department, Museum of History and Art, Ontario, and the Robert E. Ellingwood Model Colony History Room.
<b>Protection of Investment</b>	
CD5-1	Maintenance of Buildings and Property. We require all public and privately owned buildings and properties to be properly and consistently maintained.
CD5-2	Maintenance of Infrastructure. We require the continual maintenance of infrastructure.
CD5-3	Improvements to Property and Infrastructure. We provide programs to improve property and infrastructure.
CD5-4	Neighborhood Involvement. We encourage active community involvement to implement programs aimed at the beautification and improvement of neighborhoods.
<b>Community Economic Element</b>	
<b>Complete Community</b>	
CE1-1	Jobs/Housing Balance. We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.
CE1-2	Jobs and Workforce Skills. We use our economic development resources to: 1) attract jobs suited for the skills and education of current and future City residents; 2) work with regional partners to provide opportunities for the labor force to improve its skills and education; and 3) attract businesses that increase Ontario's stake and participation in growing sectors of the regional and global economy.
CE1-3	Regional Approach to Workforce Development. We work with our partners to provide workforce training and development services throughout the region, recognizing that Ontario employers rely on workers living outside of the City.
CE1-4	Business Retention and Expansion. We continuously improve two-way communication with the Ontario business community and emphasize service to existing businesses as part of our competitive advantage.
CE1-5	Business Attraction. We proactively attract new and expanding businesses to Ontario in order to increase the City's share of growing sectors of the regional and global economy.
CE1-6	Diversity in Housing. We collaborate with the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to encourage the development of housing supportive of our efforts to attract business in growing sectors of the economy.
CE1-7	Retail Goods and Services. We require a mix of retail businesses that provides the full continuum of goods and services.
CE1-8	Regional Attractions. We encourage the development and programming of regional cultural and entertainment destinations in Ontario.
CE1-9	Regional Leadership. We provide leadership for public, quasi-public, and private-sector partners that help Ontario and its residents and businesses realize our goals and achieve our Vision.
CE1-10	Lifelong Education. We work with our partners who provide lifelong learning to ensure that our residents and workforce have access to education at all stages of life.

### 3. Project Description

**Table 3-2  
Policy Plan Policies**

<b>Element</b>	<b>Policies</b>
CE1-11	Socioeconomic Trends. We continuously monitor, plan for, and respond to changing socioeconomic trends.
CE1-12	Circulation. We continuously plan and improve public transit and nonvehicular circulation for the mobility of all, including those with limited or no access to private automobiles.
CE1-13	Safety and Security. We invest in public safety and communicate our successes because the perception and reality of safety and security are necessary prerequisites for private investment and economic growth.
<b>Place-Making</b>	
CE2-1	Development Projects. We require new development and redevelopment to create unique, high-quality places that add value to the community.
CE2-2	Development Review. We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will out-compete their competition within the region.
CE2-3	Interim Development. We require interim development that does not reflect the long-term Vision to be limited in scale of development so that the investment can be sufficiently amortized to make Vision-compatible redevelopment financially feasible.
CE2-4	Protection of Investment. We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.
CE2-5	Private Maintenance. We require adequate maintenance, upkeep, and reinvestment in private property because proper maintenance on private property protects property values.
CE2-6	Public Maintenance. We require the establishment and operation of maintenance districts or other vehicles to fund the long-term operation and maintenance of the public realm, whether on private land, in rights-of-way, or on publicly owned property.
<b>Fiscal Decision-Making</b>	
CE3-1	Fiscal Impact Disclosure. We require requests for City Council action to disclose the full fiscal impacts, including direct and indirect costs.
CE3-2	General Plan Amendments. We require those proposing General Plan amendments to disclose reasonably foreseeable impacts through a fiscal analysis.
CE3-3	Long-Term Funding Disclosure. We require those requesting City support or funding for projects or programs to disclose if and how they can be continued without further City support.
CE3-4	Improving Fiscal Decision Making. We periodically assess the accuracy of projections for staff time and City resources and use the assessment results to improve our fiscal decision-making process.
CE3-5	Sustainable Development. We recognize impacts to municipal finances as an element of sustainability, and we require claims of sustainability to assess fiscal impacts.
CE3-6	Fully Funded Liability. We require long-term liabilities such as retiree medical benefits, employee accrued leave balances, and self-insured liability claims to be fully funded to ensure sound, long-term fiscal health.
CE3-7	Programmatically Balanced Budget. We require that the annual budget include appropriations allocated in a manner to meet the goal of the programmatically balanced budget.
CE3-8	Budget Margins. We require that the adopted budget for revenues and expenditures reflect sufficient budget margins to minimize negative impacts to City services due to economic uncertainties.
CE3-9	Complete Comparative Context. We require that our annual budget process provide the complete comparative context for proposed new and increased funding so decision makers can fully understand the trade-offs among budget choices.
<b>Land Use Element</b>	
<b>Balance</b>	
LU1-1	Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.
LU1-2	Sustainable Community Strategy. We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process
LU1-3	Adequate Capacity. We require adequate infrastructure and services for all development.
LU1-4	Mobility. We promote development and urban design that reduces reliance on the automobile and capitalizes on multimodal transportation opportunities.



### 3. Project Description

**Table 3-2  
Policy Plan Policies**

<b>Element</b>	<b>Policies</b>
LU1-5	Jobs/Housing Balance. We coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs/housing balance.
LU1-6	Complete Community. We encourage a variety of land uses and building types that result in a complete community where residents at all stages of life, employers, workers, and visitors have a wide spectrum of choices of where they can live, work, shop, and recreate within Ontario.
LU1-7	Revenues and Costs. We require future amendments to our Land Use Plan to be accompanied by analysis of fiscal impacts.
<b>Compatibility</b>	
LU2-1	Land Use Decisions. We site land uses to minimize adverse impacts between uses.
LU2-2	Buffers. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur.
LU2-3	Hazardous Uses. We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, and hazardous materials.
LU2-4	Regulation of Nuisances. We regulate the location, concentration, and operations of potential nuisances.
LU2-5	Regulation of Uses. We regulate the location, concentration, and operations of uses that have impacts on surrounding land uses.
LU2-6	Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community.
LU2-7	Inter-jurisdictional Coordination. We maintain an ongoing liaison with LAWA, Caltrans, Public Utilities Commission, the railroads, and other agencies to help minimize impacts and improve the operations and aesthetics of their facilities.
LU2-8	Transitional Areas. We require development in transitional areas to protect the quality of life of current residents.
LU2-9	Methane Gas Sites. We require sensitive land uses and new uses on former dairy farms or other methane-producing sites to be designed to minimize health risks.
<b>Flexibility</b>	
LU3-1	Development Standards. We maintain clear development standards which allow flexibility to achieve our Vision.
LU3-2	Design Incentives. We offer design incentives to help projects achieve the Vision.
LU3-3	Land Use Flexibility. We consider uses not typically permitted within a land use category if doing so improves livability, reduces vehicular trips, creates community gathering places and activity nodes, and helps create identity.
<b>Phased Growth</b>	
LU4-1	Commitment to Vision. We are committed to achieving our Vision but realize that it may take time and several interim steps to get there.
LU4-2	Interim Development. We allow development in growth areas that is not immediately reflective of our ultimate Vision provided it can be modified or replaced when circumstances are right. We will not allow development that impedes, precludes or compromises our ability to achieve our Vision.
LU4-3	Infrastructure Timing. We require that the necessary infrastructure and services be in place prior to or concurrent with development.
<b>Airport Environs</b>	
LU5-1	Coordination with Airport Authorities. We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other stakeholders in the preparation, update, and maintenance of airport-related plans, including this Policy Plan.
LU5-2	Future Planning Efforts. We coordinate with airport authorities to ensure The Ontario Plan is consistent with airport law and/or adopted master plans and land use compatibility plans for the LAONT and Chino Airports.
LU5-3	Airport Impacts. We work with agencies to mitigate the impacts and hazards related to airport operations.
LU5-4	Los Angeles/Ontario Airport Land Use Commission. We will fully comply with state statutes regarding the establishment of a City-administered Airport Land Use Commission for LAONT.

### 3. Project Description

**Table 3-2  
Policy Plan Policies**

<i>Element</i>	<i>Policies</i>
LU5-5	Future LAONT. We support and promote an LAONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.
<b>Mobility Element</b>	
<b>Roadway System</b>	
M1-1	Roadway Design and Maintenance. We require our roadways to: <ul style="list-style-type: none"> <li>• comply with federal, state, and local design and safety standards.</li> <li>• meet the needs of multiple transportation modes and users.</li> <li>• handle the capacity envisioned in the Functional Roadway Classifications Plan.</li> <li>• maintain a peak hour Level of Service (LOS) E or better at all intersections.</li> <li>• be compatible with the streetscape and surrounding land uses.</li> <li>• be maintained in accordance with best practices and our Right-of-Way Management Plan.</li> </ul>
M1-2	Mitigation of Impacts. We require development to mitigate its traffic impacts.
M1-3	Roadway Improvements. We work with Caltrans, SANBAG, and others to identify, fund, and implement needed improvements to roadways identified in the Functional Roadway Classification Plan.
M1-4	Adjacent Jurisdictions. We work with neighboring jurisdictions to meet our level of service standards at the City limits.
<b>Bicycles and Pedestrians</b>	
M2-1	Bikeway Plan. We maintain our Multipurpose Trails and Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points.
M2-2	Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.
M2-3	Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.
M2-4	Network Opportunities. We explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options.
<b>Public Transit</b>	
M3-1	Transit Partners. We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available.
M3-2	Transit Facilities at New Development. We require new development to provide transit facilities, such as bus shelters and turnouts, as necessary.
M3-3	Transit-Oriented Development. We consider the provision of development-related incentives for projects that promote transit use.
M3-4	Bus Rapid Transit (BRT) Corridors. We work with regional transit agencies to implement BRT service to target destinations and along corridors, as shown in the Transit Plan.
M3-5	Light Rail. We support extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations adjacent to the Meredith site and at the proposed multimodal transit center.
M3-6	Metrolink Expansion. We advocate expansion of Metrolink service to include the Downtown and the multimodal transit center.
M3-7	High Speed Rail. We encourage the development of high-speed rail systems that would enhance regional mobility in southern California and serve the City of Ontario.
M3-8	Feeder Systems. We work with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.
M3-9	Ontario Airport Metro Center Circulator. We will explore development of a convenient mobility system, including but not limited to shuttle service, people mover, and shared car system, for the Ontario Airport Metro Center.
M3-10	Multimodal Transit Center. We will explore development of a multimodal transit center near LAONT to serve as a transit hub for local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center circulator, and other future transit modes.



### 3. Project Description

**Table 3-2  
Policy Plan Policies**

<i>Element</i>	<i>Policies</i>
<b>Goods Movement</b>	
M4-1	Truck Routes. We designate and maintain a network of City truck routes that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown in the Truck Routes Plan.
M4-2	Regional Participation. We work with regional and subregional transportation agencies regarding planning and implementation of regional goods movement strategies.
M4-3	Railroad grade separations. We eliminate at-grade rail crossings identified on the Functional Roadway Classifications Plan.
M4-4	Environmental Considerations. We support efforts to reduce/eliminate the negative environmental impacts of goods movement.
M4-5	Truck Parking. We limit truck parking to appropriate locations.
M4-6	Air Cargo. We support and promote a LAONT that accommodates 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.
<b>Regional Transportation</b>	
M5-1	Regional Leadership. We maintain a leadership role to help identify and implement potential solutions to long-term regional transportation problems.
M5-2	Land Use Compatibility with Regional Transportation Facilities. We work with LAWA, railroads, Caltrans, SANBAG, and other transportation agencies to minimize impacts.
<b>Parks and Recreation Element</b>	
<b>Planning &amp; Design</b>	
PR1-1	Access to Parks. We strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence.
PR1-2	Adjacency to Schools. We examine locating parks adjacent to school sites to promote joint-use opportunities.
PR1-3	Funding. We shall seek outside, one-time sources of funding for capital improvements and reserve ongoing City funds primarily for operations and maintenance.
PR1-4	Joint-Use Opportunities. In areas where there is a need but no City recreational facility, we explore joint-use opportunities (e.g., school sites).
PR1-5	Acreage Standard. We strive to provide 5 acres of parkland per 1,000 residents.
PR1-6	Private Parks. We require development to provide a minimum of 2 acres of developed park space per 1,000 residents.
PR1-7	Special Needs/Universal Design. We attempt to provide recreational opportunities at parks for people of all ages and abilities.
PR1-8	Renovation. We examine renovating existing facilities prior to building replacement facilities.
PR1-9	Phased Development. We require parks be built in new communities before a significant proportion of residents move in.
PR1-10	Master Plans for Individual Park Facilities. We require an individual park master plan for parks in excess of 10 acres.
PR1-11	Environmental Function of Parks. We require new parks to meet environmental management objectives.
PR1-12	Trails. We promote connections between parks and local trails, including those managed by other public agencies.
PR1-13	Equestrian Trails. We require the design and construction of equestrian trails in Rural Residential–designated areas.
PR1-14	Multifamily Residential Developments. We require that new multifamily residential developments of five or more units provide on-site recreational facilities or open space, in addition to paying adopted impact fees.
<b>Recreational Programming</b>	
PR2-1	Participation. We program park facilities to maximize utilization and participation while considering park size, location, and population served.
PR2-2	Needs Assessment. We track the needs and priorities for recreational programming and look for ways to meet demand.

### 3. Project Description

**Table 3-2  
Policy Plan Policies**

<b>Element</b>	<b>Policies</b>
PR2-3	Community Involvement. We involve the local community in planning programs for neighborhood and community park facilities.
PR2-4	Access to Programs. We provide a range of program opportunities for residents of all income levels.
PR2-5	Partnerships. We partner with local and regional agencies, nonprofit organizations, and the private sector to provide a comprehensive range of recreational programs.
PR2-6	Crime Deterrents. We promote and participate in recreational programming as part of our crime prevention effort.
<b>Safety Element</b>	
<b>Seismic/Geologic Hazards</b>	
S1-1	Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent Building Code adopted by the City, including provisions regarding lateral forces and grading.
S1-2	Entitlement and Permitting Process. We follow state guidelines and the Building Code to determine when development proposals must conduct geotechnical and geological investigations.
S1-3	Continual Update of Technical Information. We maintain up-to-date California Geological Survey seismic hazard maps.
S1-4	Seismically Vulnerable Structures. We conform to state law regarding unreinforced masonry structures.
<b>Flood Hazards</b>	
S2-1	Entitlement and Permitting Process. We follow state guidelines and building codes to determine when development proposals require hydrological studies prepared by a state-certified engineer to assess the impact that the new development will have on the flooding potential of existing development down-gradient.
S2-2	Flood Insurance. We limit development in flood plains and participate in the National Flood Insurance Program.
S2-3	Facilities That Use Hazardous Materials. We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of on-site hazardous materials to be located in the 100-year flood zone unless all standards of elevation, flood proofing, and storage have been implemented to the satisfaction of the Building Department.
S2-4	Prohibited Land Uses. We prohibit the development of new essential and critical facilities in the 100-year floodplain.
S2-5	Storm Drain System. We maintain and improve the storm drain system to minimize flooding.
S2-6	Use of Flood Control Facilities. We encourage joint use of flood control facilities as open space or other types of recreational facilities.
<b>Fire and Rescue and Related Services</b>	
S3-1	Prevention Services. We proactively mitigate or reduce the negative effects of fire, hazardous materials release, and structural collapse by implementing the adopted Fire Code.
S3-2	Community Outreach. We provide education to local schools and community groups to promote personal and public safety.
S3-3	Fire and Emergency Medical Services. We maintain sufficient fire stations, equipment, and staffing to respond effectively to emergencies.
S3-4	Special Team Services. We maintain effective special rescue services.
S3-5	Emergency Communication Services. We maintain a 9-1-1 emergency communication and dispatch center.
S3-6	Interagency Cooperation. In order to back up and supplement our capabilities to respond to emergencies, we participate in the California Fire Rescue and Mutual Aid Plan.
S3-7	Water Supply and System Redundancy. We monitor our water system to manage firefighting water supplies.
S3-8	Fire Prevention through Environmental Design. We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.
<b>Noise</b>	
S4-1	Noise Mitigation. We utilize the City's Noise Ordinance, building codes, and subdivision and development code regulations to mitigate noise impacts.



### 3. Project Description

**Table 3-2  
Policy Plan Policies**

<b>Element</b>	<b>Policies</b>
S4-2	Coordination with Transportation Authorities. We collaborate with airport owners, FAA, Caltrans, SANBAG, SCAG, neighboring jurisdictions, and other transportation providers in the preparation, maintenance, and updates of transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.
S4-3	Airport Noise Mitigation. We aggressively pursue funding and utilize programs to reduce effects of aircraft noise in impacted areas of our community.
S4-4	Truck Traffic. We manage truck traffic to minimize noise impacts on sensitive land uses.
S4-5	Roadway Design. We design streets and highways to minimize noise impacts.
<b>Wind-Related Hazards (e.g., Dust, Blowing Sand)</b>	
S5-1	Backup Power in Critical Facilities. We require backup power to be maintained in critical facilities.
S5-2	Dust Control Measures. We require the implementation of best management practices for dust control at all excavation and grading projects.
S5-3	Grading in High Winds. We prohibit excavation and grading during strong wind conditions, as defined by the Building Code.
<b>Hazardous Materials/Waste</b>	
S6-1	Disclosure and Notification. We enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport.
S6-2	Response to Hazardous Materials Releases. We respond to hazardous materials incidents and coordinate these services with other jurisdictions.
S6-3	Safer Alternatives. We minimize our use of hazardous materials by choosing nontoxic alternatives that do not pose a threat to the environment.
S6-4	Safe Storage and Maintenance Practices. We require that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases.
S6-5	Location of Hazardous Material Facilities. We regulate facilities that will be involved in the production, use, storage, transport, or disposal of hazardous materials, pursuant to federal, state, and local regulations so that impacts to the environment and sensitive land uses are mitigated.
S6-6	Location of Sensitive Uses. We prohibit new sensitive land uses from locating near existing sites that use, store, or generate large quantities of hazardous materials.
S6-7	Household Hazardous Waste. We support the proper disposal of household hazardous substances.
S6-8	Remediation of Contaminated Groundwater. We participate in local and regional efforts directed at cleaning up contaminated groundwater.
S6-9	Remediation of Methane. We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.
<b>Law Enforcement</b>	
S7-1	Police Unit Response. We respond to calls requiring service in a timely manner.
S7-2	Community Oriented Problem Solving (COPS). We support and maintain the mission of COPS to identify and resolve community problems.
S7-3	Prevention Services. We provide crime prevention programs targeted to youth, parents, seniors, businesses, and neighborhoods.
S7-4	Crime Prevention through Environmental Design (CPTED). We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces, and buildings.
S7-5	Interdepartmental Coordination. We utilize all City departments to help reduce crime and promote public safety.
S7-6	Partnerships. We partner with other local, state, and federal law enforcement agencies and private security providers to enhance law enforcement service to Ontario.
S7-7	Resource Allocation. We analyze crime data to evaluate the effectiveness of crime prevention and reduction strategies and allocate resources accordingly.
<b>Emergency Management</b>	
S8-1	State and Federal Mandates. We maintain emergency management programs that meet the requirements of the State of California Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS).

### 3. Project Description

**Table 3-2  
Policy Plan Policies**

<b>Element</b>	<b>Policies</b>
S8-2	Emergency Management Plans. We maintain, update and adopt the Emergency Operations Plan (EOP) and the Hazard Mitigation Plan (HMP).
S8-3	Disaster Exercises. We conduct disaster exercises to evaluate disaster response and recovery procedures.
S8-4	Interagency Collaboration. We partner with public and private organizations in order to complement our response capabilities.
S8-5	Interdepartmental Coordination. We utilize all City departments to help support disaster preparedness, response, and recovery.
<b>Social Resources Element</b>	
<b>Health</b>	
SR1-1	Partnering for Healthcare. We work with healthcare providers and local, regional, state, and federal agencies to attract and retain a diversity of affordable, quality health care and facilities for the entire community.
SR1-2	Nutritional Choices. We support the promotion of healthy, nutritious food choices in the community.
SR1-3	Health Education. We promote health education, including disease prevention, mental health, nutrition, and physical fitness.
SR1-4	Physical Activity. We encourage activities and community design that improve the physical fitness of our community members.
<b>Education</b>	
SR2-1	Educational Partners. We partner with educational institutions throughout the region in order to expand the range and quality of educational offerings available to the community.
SR2-2	Workforce Training. We work with industrial organizations, businesses, and educational institutions to create opportunities for workforce training.
SR2-3	Joint Use of Facilities. We partner with public and private educational institutions to jointly use facilities for both City and educational purposes.
SR2-4	Access to Schools. We work with local and regional partners to improve the safety in and around schools and improve access for citizens of all ages and abilities to schools and community services, such as after-school and other programs.
SR2-5	School Facilities. We plan and coordinate with school districts for designing and locating school facilities to meet the City's goals, such as for health, walkability, and safety, and to minimize impacts to existing neighborhoods.
<b>Community and Leisure Activities</b>	
SR3-1	Partnerships. We partner with local and regional agencies, nonprofit organizations, and the private sector to provide a comprehensive range of community activities and events to citizens.
SR3-2	Needs Assessment. We track the needs and priorities for community services and look for ways to meet demands and avoid duplication of offerings.
SR3-3	Program Outreach. We provide information about leisure activities, classes, special events, and other services and activities to our community.
SR3-4	Community Events. We plan and actively participate in regularly scheduled community events and seasonal or yearly citywide events.
SR3-5	Community Activities as Crime Deterrents. We promote and participate in community activities as part of our crime prevention efforts.
<b>Library</b>	
SR4-1	Community Needs. We identify and monitor community needs for library services, technologies and facilities, and tailor them to effectively meet those needs.
SR4-2	Interagency Coordination. We leverage relationships with outside agencies, educational institutions, and neighboring jurisdictions to share library resources to the benefit of Ontario residents.
SR4-3	Library Outreach. We reach out to the community to increase the patronage of the library.
SR4-4	Coordination with Other Community Services. We coordinate library programs with other recreational and community programs and facilities.
SR4-5	Focal Points of the Community. We design and program Ontario's libraries as focal points for community engagement, including public outreach and community events.



### 3. Project Description

**Table 3-2  
Policy Plan Policies**

<i>Element</i>	<i>Policies</i>
SR4-6	Robert E. Ellingwood Model Colony History Room. We work with the Museum of History and Art, Ontario in order to collect, preserve, and display artifacts and images from Ontario's heritage and connect the City's past to the present through the History Room.
<b>Entertainment and Culture</b>	
SR5-1	Provision of Entertainment and Culture. We support a range of entertainment and cultural experiences such as public art, exhibitions, and performances.
SR5-2	Local Heritage Education. We partner with educational providers to promote culture and heritage.
SR5-3	Public Art. We encourage public art in buildings, parks, open spaces, and other public and private spaces.
SR5-4	Private-Public Sector Events. We partner with private and nonprofit sectors to provide and promote participation in cultural activities including fairs, festivals, and other events geared to neighborhoods, the City as a whole, and the region.
SR5-5	Promotion of Ontario Artists and Musicians. We promote awareness of entertainment and culture produced in Ontario.
<b>Housing Element</b>	
<b>Neighborhoods and Housing</b>	
H1-1	Housing Rehabilitation. We support the rehabilitation, maintenance, and improvement of single-family, multiple-family, and mobile homes through code compliance, removal of blight where necessary, and provision of rehabilitation assistance where feasible.
H1-2	Neighborhood Conditions. We direct efforts to improve the long-term sustainability of neighborhoods through comprehensive planning, provision of neighborhood amenities, rehabilitation and maintenance of housing, and community building efforts.
H1-3	Community Amenities. We shall provide adequate public services, infrastructure, open space, parking and traffic management, pedestrian and bicycle routes, and public safety for neighborhoods consistent with City master plans and neighborhood plans.
H1-4	Historical Preservation. We support the preservation and enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered to be local historical or cultural resources.
H1-5	Neighborhood Identity. We strengthen neighborhood identity through creating parks and recreational outlets, sponsoring neighborhood events, and encouraging resident participation in the planning and improvement of their neighborhood.
<b>Housing Supply and Diversity</b>	
H2-1	Corridor Housing. We revitalize transportation corridors by encouraging the production of higher density residential and mixed uses that are architecturally, functionally, and aesthetically suited to corridors.
H2-2	Historic Downtown. We foster a vibrant historic downtown through facilitating a wide range of housing types and affordability levels for households of all ages, housing preferences, and income levels.
H2-3	Ontario Airport Metro Center. We foster a vibrant, urban, intense, and highly amenitized community in the Ontario Airport Metro Center Area through a mix of residential, entertainment, retail, and office-oriented uses.
H2-4	New Model Colony. We support a premier lifestyle community in the New Model Colony, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.
H2-5	Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.
H2-6	Infill Development. We support the revitalization of neighborhoods through the construction of higher-density residential developments on underutilized residential and commercial sites.
<b>Government Constraints</b>	
H3-1	Incentives. We maintain incentive programs that can be offered to projects that provide benefits to the community such as exceptional design quality, economic advantages, environmental sustainability, or other benefits that would otherwise be unrealized.
H3-2	Flexible Standards. We allow flexibility in the application of residential and mixed-use development standards in order to gain benefits such as exceptional design quality, economic advantages, sustainability, or other benefits that would otherwise be unrealized.

### 3. Project Description

**Table 3-2  
Policy Plan Policies**

<b>Element</b>	<b>Policies</b>
H3-3	Development Review. We maintain a residential development review process that provides certainty and transparency for project stakeholders and the public, yet allows for the appropriate review to facilitate quality housing development.
H3-4	Financial Incentives. We consider financial incentives to facilitate and encourage the production, rehabilitation, or improvement of housing or provision of services where such activity furthers housing and community-wide goals.
<b>Housing Assistance</b>	
H4-1	Preservation of Affordable Apartments. We strive to facilitate the preservation of the affordability of publicly assisted apartments for lower income households through financial assistance, technical assistance, rehabilitation, and collaborative partnerships.
H4-2	Homeownership Opportunities. We increase and expand homeownership rates for lower and moderate income households by offering financial assistance, low-interest loans, and educational resources, and by working in collaboration with partnerships.
H4-3	Rental Assistance. We support the provision of rental assistance for individuals and families earning extremely low, very low, and low income with funding from the state and federal government.
H4-4	Mixed-Income Housing. We encourage the integration of affordable housing in the New Model Colony, Ontario Airport Metro Center Area, and existing neighborhoods.
H4-5	Collaborative Partnerships. We support collaborative partnerships of nonprofit organizations, affordable housing developers, major employers, and for-profit developers to produce affordable housing.
H4-6	Fair Housing. We further fair housing by prohibiting discrimination in the housing market and providing education, support, and enforcement services to address discriminatory practices.
<b>Special Needs</b>	
H5-1	Senior Housing. We support the development of accessible and affordable senior housing and provide financial assistance for seniors to maintain and improve their homes.
H5-2	Family Housing. We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation, and other amenities.
H5-3	Disabled People. We increase the supply of permanent, affordable, and accessible housing for people with disabilities, and provide assistance to allow them to maintain and improve their homes.
H5-4	Homeless People. We partner with nonprofit partners to provide emergency shelters, transitional housing, permanent supportive housing, and supportive services for people who are homeless.
H5-5	Supportive Services. We financially support organizations, as feasible, that provide support services that meet the needs of those with special needs and further the greatest level of independence.
H5-6	Partnerships. We collaborate with nonprofit organizations, private developers, employers, government agencies, and other interested parties to develop affordable housing and provide support services.



## 3. Project Description

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### 3.3.3 Physical Development Under the Proposed Policy Plan

#### Land Use Designations

Figure 3-6, *Proposed Land Use Plan*, illustrates the proposed land use designations, also shown in Table 3-3. below. Land use designations define the amount, type, and nature of future development that is allowed in a given location of the City.

- **Residential** – A wide range of housing densities and products to meet the demand of current and future residents with varying lifestyles. In addition to the residential uses described below, other uses such as schools, parks, childcare facilities, utilities, live-work units, and other public/institutional uses that are determined to be compatible with residential uses, oriented towards the needs of residential neighborhoods they serve, and that help enhance community, may also be allowed.
- **Retail/Service** – A full spectrum of retail, service, professional, office, medical, tourist-related, and entertainment uses at a range of intensities to respond to market demand and the character of the surrounding environment. In addition to the retail/service uses described below, other uses such as parks, childcare facilities, live-work units, utilities, and other public/institutional uses that are determined to be compatible with, oriented toward the needs of the surrounding neighborhood, and those that help enhance community may also be allowed.
- **Employment** – An array of employment uses, such as manufacturing, distribution, research and development, and office, at a range of intensities to meet the demand of current and future market conditions. In addition to the employment uses described below, other uses such as parks, live-work units, utilities, and other public/institutional uses that are determined to be compatible with and oriented towards the surrounding community uses may also be allowed.
- **Other** – This land use designations includes open space, public facility, schools, railroads, the LAONT, and landfill uses.
- **Mixed Use** – An intense mixture of uses that, when concentrated, creates focal points for community activity and identity and facilitates the use of transit. The Mixed Use land use category accommodates a horizontal and/or vertical mixture of retail, service, office, restaurant, entertainment, cultural, and residential uses. Development in the Mixed Use land use designation requires approval of a master plan, such as an area plan, specific plan, or planned unit development, that focuses on the character, relationship of uses, public/private access, parking, pedestrian facilities, building form, integration with the roadways and pedestrian ways, public spaces, landscaping, and public amenities.
  - Density, intensity, and intended character vary by area, as generally described below.
  - The densities and intensities of the Mixed-use designation are the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as an area plan, specific plan, or planned unit development (see Appendix J).
  - The maximum amount of development in each Mixed-Use area shall be limited by the Future Buildout Projections. Further direction regarding land use distributions, densities, and intensities within each area are provided by Area Plans and/or specific plans as noted below.

**Figure 3-6 Proposed Land Use Plan**



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### 3. Project Description

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- **Overlays** – Intended to reflect a particular characteristic of an area and is applied over an underlying land use designation to provide more guidance. Overlay areas include areas in transition from one land use to another and areas with special restrictions and unique impacts.
- **Plan Required Overlay** – Denotes areas where master plans are required prior to development. The master plan can include an area plan, specific plan, or planned unit development. In some instances, the Plan Required Overlay includes adopted specific plans. The adopted specific plans shall be reviewed for conformance with the master plan and, in some cases it may be desirable to amend the approved specific plans to reflect the vision of this Policy Plan.

#### **Focus Areas**

As part of the policy plan, the project includes four area plans for communities/subareas of Ontario that provide more detailed policies for the smaller geographic areas. These areas are shown in Figure 3-4, *General and Focus Areas*. The area plans are consistent with the entirety of the Policy Plan.

*Ontario Metro Airport Center:* This area is envisioned as the most intensive concentration of development in the Inland Empire and includes the Convention Center and hospitality area along Vineyard Avenue, Ontario Mills, Guasti Village, the Events Center, and major office and urban residential centers. The area benefits from major transportation facilities, including I-10 and I-15, LAONT, and a variety of transit options.

*Downtown:* This is the historic heart of Ontario and is a unique blend of historic, social, and cultural uses set in a compact street grid. It includes our Civic Center, Library, diverse residential neighborhoods, and retail opportunities along Euclid Avenue, Holt Boulevard, and B Street.

*New Model Colony Mixed Use Centers:* These are a combination of retail, office, and residential uses in a walkable environment.

*Commercial/Residential Corridors.* These older commercial corridors are envisioned to transition to new residential uses. They are intended to provide new housing opportunities that will also provide increased demand for retail in more concentrated, strategic locations such as major intersections.



#### **Buildout Scenarios**

Each of the Proposed Land Use Plan designations are implemented by a defined set of zoning designations included in the City's Development Code (Chapter 9 of the Ontario Municipal Code). The Development Code contains the detailed regulations pertaining to permitted and conditional uses, site development standards, and performance criteria that implement many goals and policies of The Ontario Plan. In accordance with state law, the Zoning Map must be consistent with the Policy Plan. However, there does not have to be an exact correlation between the Policy Plan and zoning designations, but the zoning categories must be related to the Policy Plan Designations. Table 3-4 estimates the future statistics based on the buildout projections of the Proposed Land Use Plan. Projections are based upon the theoretical buildout (dwelling units, population, nonresidential square-footage, and employment) of each land use designations based on a range of allowable densities. As shown in this table, buildout of the Land Use Plan is projected to accommodate approximately 104,644 dwelling units, 360,851 people, and 325,794 jobs.

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### 3. Project Description

**Table 3-3  
Policy Plan Land Use Designations Summary**

<b>Land Use Designations</b>	<b>Residential Density &amp; Nonresidential Intensity</b>	<b>Intention</b>
<b>Residential</b>		
Rural	>0–2.0 dwelling units per acre	Single-family detached residences, typically in an estate setting.
Low Density	>2.0–5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density	>5.0–11.0 dwelling units per acre	Single/multifamily attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	>11.0–25.0 dwelling units per acre	Single/multifamily attached and detached residences such as townhouses, stacked flats, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	>25.0–45.0 dwelling units per acre	Multifamily dwellings such as stacked flats and mid-rise and high-rise residential complexes.
<b>Retail/Service</b>		
Neighborhood General	0.40 FAR	Local-serving retail, personal service, office, and dining uses, typically in a predominantly residential neighborhood.
General Commercial	0.40 FAR	Local- and regional-serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office/Commercial	0.75 FAR	An intense mixture of regional serving retail, service, tourist-serving, professional office, entertainment, dining, and supporting services uses that capitalize on strategic locations in Ontario. This designation also includes professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse residences.
Hospitality	1.00 FAR	Regional and tourist-serving, retail entertainment, and service uses such as convention centers, hotels/motels, and restaurants.
<b>Employment</b>		
Business Park	0.60 FAR	Employee-intensive office uses such as corporate offices, technology centers, research and development, “clean” industry, light manufacturing, and supporting retail.
Industrial	0.55 FAR	A variety of light industrial uses, such as warehousing/distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts such as noise, dust, and other nuisances. If office uses and/or multiple tenant uses are developed on parcels fronting on the Millikan, Haven, and Archibald corridors, an FAR of 0.60 may be used.

### 3. Project Description

**Table 3-3  
Policy Plan Land Use Designations Summary**

<b>Land Use Designations</b>	<b>Residential Density &amp; Nonresidential Intensity</b>	<b>Intention</b>
<b>Other</b>		
Open Space – Non-Recreation	Not applicable	Open space that includes utility easements and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space – Parkland	Not applicable	Recreational facilities such as tot lots, parks, golf courses, and sports complexes, and joint-use facilities with schools, utilities, and drainage facilities.
Open Space – Water	Not applicable	Existing or planned water amenities that can accommodate recreational uses such as boating and fishing.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K–12) and universities.
LA/Ontario International Airport	Not applicable	LA/Ontario International Airport, including terminals, parking, service commercial, distribution, hangars, repair, and warehousing.
Landfill	Not applicable	Restricted to the use, operation, and reclamation of the Milliken Landfill. If the site is reclaimed, the City will consider a host of uses, including a transit station and multimodal transfer station.
Railroad	Not applicable	Railroad rights-of-way, stations, and facilities.
<b>Mixed Use</b>		
Downtown Mixed Use Area	<ul style="list-style-type: none"> <li>• &gt;25.0–75.0 dwelling units per acre</li> <li>• 2.0 FAR for retail and office uses</li> </ul>	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian-friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.
East Holt Mixed Use Area	<ul style="list-style-type: none"> <li>• &gt;14.0–40.0 dwelling units per acre</li> <li>• 2.0 FAR for office uses</li> <li>• 1.0 FAR for retail uses</li> </ul>	This area is envisioned as a low-rise (3–5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor and connect the Downtown and the Ontario Metro Airport Center.

### 3. Project Description

**Table 3-3  
Policy Plan Land Use Designations Summary**

<b>Land Use Designations</b>	<b>Residential Density &amp; Nonresidential Intensity</b>	<b>Intention</b>
Meredith Mixed Use Area	<ul style="list-style-type: none"> <li>• &gt;14.0–50.0 dwelling units per acre</li> <li>• 3.0 FAR for office and retail uses</li> <li>• Subject to Area Plan for Ontario Metro Airport Center</li> </ul>	Envisioned as one of the most intensive developments in Ontario and intended to accommodate an intensive horizontal and vertical mixture of commercial, office, and residential uses based around a transit station. The portion fronting I-10 will be the most intensive mixture of mid-rise buildings, regional-serving retail, and office centers, and the northern area is generally a residential village of single- and multifamily residential districts surrounding a vertically mixed-use village core. There is an approved specific plan on this site, which may require amendment to reflect the Ontario Metro Airport Center Area Plan.
Multi-Model Mixed Use Area	<ul style="list-style-type: none"> <li>• &gt;20.0–80.0 dwelling units per acre</li> <li>• 1.0 FAR for office and retail uses</li> <li>• Subject to Area Plan for Ontario Metro Airport Center</li> </ul>	The ideal location for our future multimodal transit station, which will link rail and regional, local, and airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which should be an iconic structure befitting a key entry into the United States and Ontario.
Inland Empire Corridor Mixed Use Area	<ul style="list-style-type: none"> <li>• &gt;14.0–30.0 dwelling units per acre</li> <li>• 2.0 FAR for office uses</li> <li>• 1.0 FAR for retail uses</li> <li>• Subject to Area Plan for Ontario Metro Airport Center</li> </ul>	Located along Inland Empire Boulevard, this area is intended to provide a connection between Meredith and the Ontario Center and relate to the park immediately to the north. This area is envisioned as a lower-rise mixture of office, retail, and residential uses. There is an approved specific plan on this site, which may require amendment to reflect the Ontario Metro Airport Center Area Plan.
Guasti Mixed Use Area	<ul style="list-style-type: none"> <li>• &gt;25.0–65.0 dwelling units per acre</li> <li>• 1.0 FAR for office and retail uses</li> <li>• Subject to Area Plan for Ontario Metro Airport Center</li> </ul>	Includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high-quality office, lodging, retail, and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10, and office, commercial, and lodging uses are envisioned in and around the historic structures. There is an approved specific plan on this site, which may require amendment to reflect the Ontario Metro Airport Center Area Plan.
Ontario Center Mixed Use Area	<ul style="list-style-type: none"> <li>• &gt;20.0–125.0 dwelling units per acre</li> <li>• 2.0 FAR for office uses</li> <li>• 1.0 FAR for retail uses</li> <li>• Subject to Area Plan for Ontario Metro Airport Center</li> </ul>	One of the most intensive developments in Ontario, characterized by low-rise (3–5 stories) and mid-rise (5–10 stories) mixed-use buildings, iconic architecture, and regionally significant uses, such as the Events Center and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian-oriented atmosphere. In this area, the Haven Corridor is envisioned as an elegant, landscaped boulevard lined with multistory office uses near I-10 and mixed and residential uses closer to Rancho Cucamonga. There is an approved specific plan on this site, which may require amendment to reflect the Ontario Metro Airport Center Area Plan.

### 3. Project Description

**Table 3-3  
Policy Plan Land Use Designations Summary**

<b>Land Use Designations</b>	<b>Residential Density &amp; Nonresidential Intensity</b>	<b>Intention</b>
Ontario Mills Mixed Use Area	<ul style="list-style-type: none"> <li>• &gt;25.0–85.0 dwelling units per acre</li> <li>• 1.5 FAR for office uses</li> <li>• 1.0 FAR for retail uses</li> <li>• Subject to Area Plan for Ontario Metro Airport Center</li> </ul>	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, lodging, and potentially residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved specific plan on this site, which may require amendment to reflect the Ontario Metro Airport Center Area Plan.
NMC East Mixed Use Area	<ul style="list-style-type: none"> <li>• &gt;14.0–50.0 dwelling units per acre</li> <li>• 0.7 FAR for office and retail uses</li> <li>• Subject to approved specific plans</li> </ul>	Within the Rich-Haven and Ontario Esperanza Specific Plans. This area is envisioned as a low-rise (3–5 stories), primarily horizontal mixture of retail, office, medical, and residential uses. The greatest level of intensity is envisioned along Edison and Milliken Avenues.
NMC West Mixed Use Area	<ul style="list-style-type: none"> <li>• &gt;14.0–65.0 dwelling units per acre</li> <li>• 1.5 FAR for office uses</li> <li>• 1.0 FAR for retail uses</li> <li>• Subject to specific plans</li> </ul>	Envisioned as the southern activity centers of Ontario and the focus of the New Model Colony. They accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses in a pedestrian-oriented atmosphere. It is envisioned that the major roads through these areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These areas are envisioned as low-rise (3–5 stories) with some mid-rise (5–10 stories) near the intersection of Euclid and Edison.
Euclid/Francis Mixed Use Area	<ul style="list-style-type: none"> <li>• &gt;14.0–25.0 dwelling units per acre</li> <li>• 1.0 FAR for retail uses</li> <li>• Subject to specific plan or other implementing mechanism</li> </ul>	Envisioned as a low-rise, mixture of retail and residential uses that will create identity and place along the Euclid corridor and serve the surrounding residents.
<b>Overlays</b>		
Business Park Transitional Areas	Per the underlying designation unless a nonresidential use is developed, in which case the density and use requirements of the Business Park land use designations shall apply.	Within the overflight area of LA/Ontario International Airport and impacted by noise and dust. This overlay allows residential uses to transition to a Business Park land use if an entire block can be recycled to a Business Park use. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
Industrial Transitional Areas	Per the underlying designation unless a nonresidential use is developed, in which case the density and use requirements of the Industrial land use designations shall apply.	Within the overflight area of LA/Ontario International Airport and impacted by noise and dust. This overlay allows residential uses to transition to an industrial land use if an entire block can be recycled to an Industrial use. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.

### 3. Project Description

**Table 3-3  
Policy Plan Land Use Designations Summary**

<b>Land Use Designations</b>	<b>Residential Density &amp; Nonresidential Intensity</b>	<b>Intention</b>
Commercial Transitional Areas	Per the underlying designation unless a commercial use is developed, in which case the density and use requirements of the General Commercial land use designations shall apply.	The City seeks viable commercial sites. This overlay allows residential uses to transition to a commercial land use if the project abuts an existing/approved commercial use and if the transition does not result in "remnant" parcels of residential uses. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
Airport Influence	Varies	Identifies the required notification/disclosure areas around the LAONT and Chino airports. These areas will also be amended, as necessary, to comply with an adopted Airport Land Use Compatibility Plan.
Restricted FAR Area	0.25 FAR	This corresponds with the Clear Zone of LAONT and restricts the maximum FAR to .25.
Clear Zone	No Structures Allowed	Areas at the end of the airport runways that are clear and devoid of structures.
Chino Airport Overlay	Varies	An area within which areas plans and specific plans, which are required prior to development within the NMC, will be required to be coordinated with the airport authority for the Chino Airport to determine appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas based upon the noise contours and runway protection, approach, and Part 77 zones of the adopted Chino Airport Master Plan. This overlay is intended as an interim solution, and upon adoption of a Chino Airport Land Use Compatibility Plan that is based on the adopted Airport Master Plan and accepted by Ontario, the City will evaluate the continued need for this overlay.
Lake/Amenity	NA	An area where a lake and/or amenity acceptable to the City is required as the focal point of future development. For buildout purposes, the area of the lake/amenity is not assumed to generate any units.
SoCalf Preserve	Per underlying designation	The Southern California Agricultural Land Foundation Chino Agricultural Land (SoCALF) Preserves are owned by the County of San Bernardino. They were established and maintained with funds from the 1988 Park Bond Act regulations and are part of the San Bernardino Agriculture Land Preserve. Development to the underlying designations is desired if the preserves can be relocated.
I-10/Grove Interchange Area	Per underlying designation	This area is will be impacted by the future I-10/Grove Avenue interchange, which may require future revisions to the Land Use Plan and Zoning Map. It is anticipated that the new interchange will result in new multifamily residential and commercial development opportunities that are created through lot consolidation and City and private reinvestment. These opportunities will result in safer, functional, and aesthetically pleasing developments that provide needed housing and viable commercial choices while addressing the changes in property access anticipated with the I-10/Grove Avenue interchange redesign.

### 3. Project Description

**Table 3-3  
Policy Plan Land Use Designations Summary**

<b>Land Use Designations</b>	<b>Residential Density &amp; Nonresidential Intensity</b>	<b>Intention</b>
<b>Plan Required Overlay</b>		
Ontario Airport Metro Center	Per approved area plan and individual specific plans	Envisioned as the most intensive area outside of downtown Los Angeles with a vertical and horizontal mixture of regional-serving retail, office, restaurant, entertainment, cultural, and residential uses in low- to mid-rise buildings.
New Model Colony	Per approved area plan and individual specific plans	Envisioned as a mixture of residential neighborhoods focused around town centers, which feature low- to mid-rise buildings (3–10 stories) with a mixture of employment, retail, service, entertainment, cultural, and residential uses and local-serving village centers united through a network of greenways/trails, open spaces, amenities, and infrastructure and the Great Park, a linear open space amenity containing active and passive recreational features, gardens, water features, and cultural facilities.
Downtown	Per approved planned unit development and/or area plan	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian-friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.
I-10/Grove Interchange Area	Per approved planned unit development and/or master plan	This area will be impacted by the future I-10/Grove Avenue interchange, which may require future revisions to the Land Use Plan and Zoning Map. It is anticipated that the new interchange will result in new multifamily residential and commercial development opportunities, created through lot consolidation and City and private reinvestment. These opportunities will result in safer, functional, and aesthetically pleasing developments that provide needed housing and viable commercial choices while addressing the changes in property access anticipated with the I-10/Grove Avenue interchange redesign.
Landfill Impact Area	Per approved specific plan	Lands immediately surrounding the Milliken Landfill are designated in the planned industrial landfill impact study area. Contamination and other landfill-related hazards limit allowable uses, the opportunity for development around the landfill, and site design. Development in this area requires the submission of a specific plan and City approval in addition to a detailed environmental impact report.

### 3. Project Description

**Table 3-4  
The Ontario Plan Future Buildout Projections**

<i>Land Use</i>	<i>Acres</i> <sup>1</sup>	<i>Assumed Density/ Intensity</i> <sup>2</sup>	<i>Units</i>	<i>Population</i> <sup>3</sup>	<i>Square Feet</i>	<i>Jobs</i> <sup>4</sup>
<b>Residential</b>						
Rural	267.4	2 du/ac	535	2,138		
Low Density	7,797.2	4.0 du/ac (OMC) 4.5 du/ac (NMC)	32,766	130,967		
Low-Medium Density	800.8	8.5 du/ac	6,807	27,207		
Medium Density	1,941.3	18.0 du/ac (OMC) 22.0 du/ace (NMC)	39,179	138,601		
High Density	238.1	35 du/ac	8,334	27,892		
<b>Subtotal</b>	<b>11,045.8</b>		<b>87,620</b>	<b>326,805</b>		
<b>Mixed Use</b>						
Downtown	108.5	<ul style="list-style-type: none"> <li>60% of the area at 35 du/ac</li> <li>40% of the area at 0.80 FAR for office and retail</li> </ul>	2,279	4,557	1,512,403	2,706
Euclid Avenue/Francis Street	10.4	<ul style="list-style-type: none"> <li>50% of the area at 30 du/ac</li> <li>1.0 FAR office and retail</li> </ul>	156	312	181,210	419
East Holt Boulevard	54.9	<ul style="list-style-type: none"> <li>25% of the area at 30 du/ac</li> <li>50% of the area at 1.0 FAR office</li> <li>25% of the area at 0.80 FAR retail</li> </ul>	412	824	1,674,011	3,763
Meredith	245.0	<ul style="list-style-type: none"> <li>30% of the area at 40 du/ac</li> <li>70% at 1.0 FAR for office and retail uses</li> </ul>	2,940	5,880	7,470,540	16,794
Multimodal Center	76.2	<ul style="list-style-type: none"> <li>10% of the area at 60 du/ac</li> <li>90% of the area at 1.0 FAR office and retail</li> </ul>	457	914	2,987,345	5,344
Inland Empire Corridor	36.8	<ul style="list-style-type: none"> <li>50% of the area at 20 du/ac</li> <li>30% of the area at 0.50 FAR office</li> <li>20% of the area at 0.35 FAR retail</li> </ul>	368	736	352,662	768
Guasti	83.4	<ul style="list-style-type: none"> <li>20% of the area at 30 du/ac</li> <li>30% of the area at 1.0 FAR retail</li> <li>50% of the area at 0.70 FAR office</li> </ul>	500	1,001	2,361,388	4,419



### 3. Project Description

**Table 3-4  
The Ontario Plan Future Buildout Projections**

<i>Land Use</i>	<i>Acres</i> <sup>1</sup>	<i>Assumed Density/ Intensity</i> <sup>2</sup>	<i>Units</i>	<i>Population</i> <sup>3</sup>	<i>Square Feet</i>	<i>Jobs</i> <sup>4</sup>
Ontario Center	344.9	<ul style="list-style-type: none"> <li>• 30% of the area at 40 du/ac</li> <li>• 50% of the area at 1.0 FAR office</li> <li>• 20% of the area at 0.5 FAR retail</li> </ul>	4,139	8,278	9,014,306	22,563
Ontario Mills	239.5	<ul style="list-style-type: none"> <li>• 5% of the area at 40 du/ac</li> <li>• 20% of the area at 0.75 FAR office</li> <li>• 75% of the area at 0.5 FAR retail</li> </ul>	479	958	5,477,126	7,285
NMC west	315.8	<ul style="list-style-type: none"> <li>• 30% of the area at 35 du/ac</li> <li>• 70% of the area at 0.7 FAR office and retail</li> </ul>	3,316	6,632	6,740,562	17,215
NMC east	263.7	<ul style="list-style-type: none"> <li>• 30% of the area at 25 du/ac</li> <li>• 30% of the area at 0.35 FAR for office</li> <li>• 40% of the area at 0.3 FAR for retail uses</li> </ul>	1,978	3,956	2,584,524	4,439
<b>Subtotal</b>	<b>1,779.1</b>		<b>17,023</b>	<b>34,047</b>	<b>40,356,075</b>	<b>85,715</b>
<b>Retail/Service</b>						
Neighborhood Commercial	283.6	0.30 FAR			3,706,085	8,969
General Commercial	592.7	0.30 FAR			7,745,404	7,220
Office/Commercial	525.6	0.75 FAR			17,171,352	38,481
Hospitality	144.9	0.75 FAR			6,311,844	7,236
<b>Subtotal</b>	<b>1,546.8</b>				<b>34,934,684</b>	<b>61,906</b>
<b>Employment</b>						
Business Park	1,269.3	0.40 FAR			22,116,283	38,814
Industrial	6,678.3	0.55 FAR			159,998,711	139,359
<b>Subtotal</b>	<b>7,947.6</b>				<b>182,114,995</b>	<b>178,173</b>
<b>Other</b>						
Open Space – Non-Recreation	1,242.1	Not applicable				
Open Space – Recreation	1,007.6	Not applicable				
Open Space-Water	59.2	Not applicable				
Public Facility	98.6	Not applicable				
Public School	627.2	Not applicable				
Los Angeles/Ontario International Airport (LAONT)	1,422.2	Not applicable				

### 3. Project Description

**Table 3-4  
The Ontario Plan Future Buildout Projections**

<i>Land Use</i>	<i>Acres</i> <sup>1</sup>	<i>Assumed Density/ Intensity</i> <sup>2</sup>	<i>Units</i>	<i>Population</i> <sup>3</sup>	<i>Square Feet</i>	<i>Jobs</i> <sup>4</sup>
Landfill	136.9	Not applicable				
Railroad	247.0	Not applicable				
Roadways	4,798.8	Not applicable				
<b>Subtotal</b>	<b>9,639.6</b>					
<b>TOTAL</b>	<b>31,957.9</b>		<b>104,644</b>	<b>360,851</b>	<b>257,405,754</b>	<b>325,794</b>

Notes: FAR: Floor Area Ratio; du/ac: dwelling units per acre

Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the general plan. Accordingly, these buildout projections do not assume buildout at the maximum density or intensity and instead are adjusted downward to account for variations in buildout intensity (see Appendix J).

<sup>1</sup> Acres are given as adjusted gross acreages, which do not include the right-of-way for roadways, flood control facilities, or railroads.

<sup>2</sup> Density/Intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed FAR, which is the amount of building square feet in relation to the size of the lot.

<sup>3</sup> Projections of population by residential designation are based on a persons-per-household factor that varies by housing type.

<sup>4</sup> Factors used to generate the number of employees by land use category are included in Appendix J.

#### 3.4 INTENDED USES OF THE EIR

This is a Program EIR that examines the potential environmental impacts of implementation of the Governance Manual and the Policy Plan of The Ontario Plan. This DEIR is also being prepared to address various actions by the City and others to adopt and implement the Governance Manual and the Policy Plan of The Ontario Plan. It is the intent of the DEIR to enable the City of Ontario, other responsible agencies, and interested parties to evaluate the environmental impacts of the proposed project, thereby enabling them to make informed decisions with respect to the requested entitlements, actions, and decisions. The anticipated approvals required for this project are listed in Table 3-5:



**Table 3-5  
Approvals Required**

<i>Lead Agency</i>	<i>Action</i>
City of Ontario Planning Commission	<ul style="list-style-type: none"> <li>Recommendation to City Council to adopt the Governance Manual and the Policy Plan of The Ontario Plan.</li> <li>Recommendation to City Council to adopt of any ordinances, guidelines, programs or other mechanisms that implement the Governance Manual and the Policy Plan of The Ontario Plan.</li> </ul>
Other City Boards and Commissions	<ul style="list-style-type: none"> <li>Review of ordinances, guidelines, programs or other mechanisms that implement the Governance Manual and the Policy Plan of The Ontario Plan.</li> </ul>
City of Ontario City Council	<ul style="list-style-type: none"> <li>Adoption of the Governance Manual and the Policy Plan of The Ontario Plan.</li> <li>Adoption of any ordinances, guidelines, programs or other mechanisms that implement the Governance Manual and the Policy Plan of The Ontario Plan.</li> </ul>
City Departments	<ul style="list-style-type: none"> <li>Adoption of programs or other actions that implement the Governance Manual and the Policy Plan of The Ontario Plan.</li> </ul>
<i>Responsible Agencies</i>	<i>Action</i>
Southern California Association of Governments/ San Bernardino Association of Governments	<ul style="list-style-type: none"> <li>Revision of regional models related to growth and development projections</li> </ul>

### *3. Project Description*

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