

POLICIES*Permitted Uses*

- 1.14.1 Encourage the development of one or more golf courses (minimum of 150 acres each) with supporting club houses, retail services, and overnight accommodations within “Residential Neighborhoods.” (I-7 and I-10)
- 1.14.2 Encourage the inclusion of neighborhood-oriented facilities, such as public meeting rooms, within the club house. (I-7 and I-10)
- 1.14.3 Encourage the development of executive homes and other residential uses in concert with golf courses. (I-7 and I-10)

Design and Development Principles

- 1.14.4 Integrate golf courses with surrounding residential neighborhoods, orienting supporting facilities and housing to the course. (I-7 and I-10)
- 1.14.5 Link adjacent residential neighborhoods to the golf course by a network of pedestrian walkways, greenways, and bike paths. (I-7 and I-10)
- 1.14.6 Incorporate ponds and streams that assist in flood control and, as appropriate, are linked to the lake. (I-7 and I-10)
- 1.14.7 Provide visual “windows” to the golf course(s) from surrounding streets and public places. (I-7 and I-10)

Major Community Park – “Village Green”**OBJECTIVE**

- 1.15 Development of a major community park (or “village green”) as the focal point of community identity.

POLICIES*Permitted Uses*

- 1.15.1 Require that a minimum of 160 acres be designated by pertinent subarea Specific Plans for the development of a “Village Green” that accommodates a diversity of active and passive recreational uses (athletic fields, picnic areas, performance venues, and botanical gardens), and that these lands be dedicated for this purpose through the development approval process. (I-7 and I-10)
- 1.15.2 Require that the land acquisition and development of the “Village Green” be equitably funded by all development within the Sphere of Influence. (I-28 and I-34)
- 1.15.3 Allow the acreage allocated for the development of a “Village Green” to contribute to the total parks and recreational requirement of 5 acres per thousand residents. (I-16)

Design and Development Principles

- 1.15.4 Use the “village green” as an organizational element for the siting and design of development, such as the orientation and linkage of multi-family housing and commercial uses to the park (e.g., restaurants “opening” to the park) (see **Figure 3-17**). (I-7 and I-10)
- 1.15.5 Link adjacent residential neighborhoods to the “village green” by a network of pedestrian walkways, greenways, and bike paths. (I-7 and I-10)
- 1.15.6 Incorporate ponds and streams that are linked to the lake, as appropriate. (I-7 and I-10)

Greenways and Open Spaces

The Land Use Plan provides for the development of a network of greenways and open spaces to enhance the Sphere of Influence’s character, improve its imageability, and provide structure and organization for land use development. These constitute a framework by which land uses are organized, inter-linking all neighborhoods and centers. Conceptually, they form a “necklace” on which activity “nodes” are developed.

The following policies pertain to the development of greenways and open spaces within the Sphere of Influence.

GOAL 1K

A comprehensive network of greenways and open spaces that interconnect the Sphere of Influence’s land use neighborhoods and districts.

OBJECTIVE

- 1.16 Development of a comprehensive network of greenways, pedestrian paths, open spaces, and other corridors that serve as transitions between and link residential neighborhoods, schools, parks, Neighborhood, Regional, and Community Centers, the Town Center, educational campus, and other key uses. They should provide visual and physical balance to developed urban and suburban uses.

POLICIES*Permitted Uses*

- 1.16.1 Development of greenway corridors containing pedestrian paths, bicycle trails, and other recreational/open space amenities. (I-7 and I-10)

Design and Development Principles

- 1.16.2 Develop an area-wide greenways network that links all residential neighborhoods, activity centers, and amenities and directly connect to and abut parks and schools as nodes along its length. (I-7 and I-10)
- 1.16.3 Jointly use the SCE easement-owned corridors, storm drainage, and other infrastructure rights-of-way for greenways, where feasible and compatible with the intended primary use. (I-7 and I-10)

- 1.16.4 Jointly use SCE fee-owned rights-of-way for greenways, where feasible and compatible with SCE's secondary land use licensing program. (I-7 and I-10)
- 1.16.5 Design and develop drainage channels as an open space amenity, maintaining them as natural open landscaped swales where feasible. When concrete channels are used, consider the development of landscaped greenways along their length. (I-7 and I-10)
- 1.16.6 Design and develop storm drainage detention basins to accommodate passive and active recreational uses during dry periods, locating these adjacent to and extending local park uses. (I-47)
- 1.16.7 Develop principal roadways including Grove Avenue, Vineyard Avenue, Archibald Avenue, Haven Avenue, Euclid Avenue, Milliken Avenue, and Edison Avenue as "parkways" with expanded right-of-ways containing landscaped medians and frontages, pedestrian paths, and other elements. (I-7 and I-10)
- 1.16.8 Incorporate extensive landscape along street frontages in "urbanized" areas. (I-7 and I-10)
- 1.16.9 Design public greenways and open spaces to ensure public safety through the avoidance of physically and visually isolated spaces, maintenance of visibility and accessibility, use of lighting, and other "defensible" space concepts. (I-10)

Electrical Energy Transmission Corridors

The Land Use Plan provides for the integration of electrical energy transmission corridors with development, rather than barriers. They offer opportunities for the development of an areawide greenways network that links the Sphere of Influence's land uses and incorporate uses that support primary non-residential centers.

The following policies pertain to the development of the electrical transmission corridors that traverse the Sphere of Influence.

GOAL 1L

Integration of electrical energy transmission corridors with development.

OBJECTIVE

- 1.17 Improvement and development of electrical energy transmission corridors as linkages, transitions, and for support of Residential Neighborhoods; Neighborhood, Community, and Regional Centers; open spaces; and other uses.

POLICIES

Permitted Uses

- 1.17.1 Establish, as a priority, the inclusion of pedestrian and bicycle trails in the electrical energy transmission corridors to link neighborhoods and districts. (I-7 and I-10)

- 1.17.2 Allow for the development of electrical energy transmission corridors in designated “Neighborhood Centers,” “Community Commercial,” “Town Center,” and “Industrial/Business Parks” for supporting uses such as parking lots, storage, commercial recreation, nurseries, greenways/trails, and complementary and compatible uses. (I-8)
- 1.17.3 Accommodate the development in electrical energy transmission corridors in areas abutting the Village Green, parks, lake, and other major open space/recreational amenities of uses that promote continuity with the amenity such as extensive landscape, tree farms and nurseries, buffers, and similar uses. (I-8)
- 1.17.4 Accommodate the development in electrical energy transmission corridors in areas traversing “Residential Neighborhoods” of uses that serve as transitions among neighborhoods, pedestrian and biking trails, landscaped buffers, recreational facilities, and similar uses that are feasible and compatible with Southern California Edison’s secondary land use licensing program. At the corridor’s intersection with arterials and collectors, consider the accommodation of uses that support the primary residential activity (e.g. parking lots for churches), which shall be designated by the Specific Plans. (I-8)

Design and Development Principles

- 1.17.5 Require that development located in electrical energy transmission corridors be designed to complement, be compatible with, and promote continuity and cohesiveness with abutting land uses. They should not be designated to create “walls” or barriers among uses. (I-7 and I-10)
- 1.17.6 Encourage Southern California Edison Company and private owners to visually improve, respectively, fee-owned and easement-owned rights-of-way that are retained for electrical transmission purposes to ensure their compatibility with abutting uses. This should emphasize the incorporation of landscape, parklands, and greenways. (I-10)

Phasing

Development should be phased in a manner to create a “balance” of land uses at any one time in the Sphere of Influence. For example, sufficient local serving commercial, schools, and parks should be in place to support residential uses. Generally, market conditions direct the timing of the development of resident supporting uses, with a “critical mass” of housing necessary to be occupied prior to the construction of commercial and other supporting uses. However, it is advisable that thresholds be established limiting further residential development without the construction of supporting uses. This would enhance the quality of life for the Sphere of Influence’s residents and facilitate the contribution of tax revenues that are necessary to support local infrastructure and services.

GOAL 1M

A community that balances housing with supporting retail, employment, parks, schools, and other supporting uses.

OBJECTIVE

- 1.18 Phase development to ensure that adequate retail, schools, parks, services, and other local serving uses are available to support the needs of Sphere of Influence residents and contribute adequate revenue to support public services and infrastructure.

POLICIES

- 1.18.1 Require the formulation of a development phasing plan as a component of Sphere of Influence subarea specific plans that ensures that adequate supporting public services, retail, parks, schools, and other uses are in place to support residential uses. These should establish increments of residential development that “trigger” and cannot be exceeded until the construction of appropriate improvements has been initiated. Standards for schools, infrastructure, and other public services should be determined in collaboration with pertinent service agencies. Standards for local serving retail, parks, and other uses should be confirmed by the City and reflect other policies contained in this Plan. (I-7)
- 1.18.2 Require the preparation of a fiscal impact analysis of annual costs and revenues associated with development phasing for at least a ten year period as input to the definition of land use balance thresholds and limits. (I-7)
- 1.18.3 Require that developers commit to the provision of supporting uses and services through Development Agreements, Conditions of Development, bonds, and other appropriate techniques. (I-7)

AGRICULTURE

Statutory Requirements

The California Government Code Section 65302(e) and 65560 state that the following are part of an open space element:

“Agricultural lands and areas of economic importance for the production of food or fiber”

This General Plan addresses agricultural uses in the context of land use issues, specifically ensuring agriculture’s viability as other areas urbanize. Therefore, the agriculture issues are discussed in the Community Development Chapter rather than in Aesthetics, Cultural, Open Space, and Recreational Resources.

The Agriculture Element supplements the Land Use Element’s land use compatibility policies, the Natural Resources Chapter (6.0) soils and water policies, and the Infrastructure and Public Services Chapter’s water supply policies.

Goals, Objectives, and Policies

GOAL 2

Continued operation and expansion, as appropriate, of existing farms and agricultural-related businesses.

OBJECTIVE

- 2.1 Enable existing farms and agricultural-related businesses to operate and/or expand, until economically infeasible, in concert with the development of adjacent properties.

POLICIES

- 2.1.1 Recognize the right of operation including the choice of cultivation procedures, crops or livestock types, crop rotation and all other functions within the traditional scope of agricultural management decisions. These rights and choices shall be exercised in a manner which is consistent with applicable environmental and resource protection policies and regulations. (I-9)
- 2.1.2 Adopt and enforce the provisions of the Right-to-Farm Ordinance and the State nuisance law (California Code Subsection 3482). Such an ordinance would require nonagricultural residents be made aware of the local agricultural operations, their practices, and the potential agriculturally related impacts (noise, odor, etc.). See **Appendix A** for a “Right to Farm” Ordinance example. (I-9)

OBJECTIVE

- 2.2 Minimize land use patterns or development that encourage “leap frog” development.

POLICIES

- 2.2.1 Discourage the placement of new non-agricultural land uses in such a manner that agricultural fields or parcels become isolated or difficult to economically and conveniently farm. (I-7, I-10, and I-16)

- 2.2.2 Encourage the infilling of development in previously urbanized areas or immediately adjacent to existing urban development as an alternative to isolated, "leapfrog" projects. (I-7, I-10, and I-16)
- 2.2.3 Discourage the premature parcelization of large holdings which are not infill or urban perimeter properties. (I-7, I-10, and I-16)

OBJECTIVE

- 2.3 Minimize the opportunity for agricultural use versus urban use conflicts.

POLICIES

- 2.3.1 Limit the premature introduction of urban uses into farming areas that may create the potential for conflict with continued agricultural use. (I-7, I-10, and I-16)
- 2.3.2 Create a Transitional Roadway Plan that minimizes the farm product transport/farm equipment conflicts with urban use related transport. Such a plan would:
 - identify existing routes essential to the transportation of farm products through remaining agricultural areas and through non-agricultural areas as needed to access regional transportation routes;
 - prioritize those roads that will be first to convert to primarily serving urban uses; and
 - establish roadway signage and markings to inform drivers that farm transport vehicles and machinery may be using the roads. (I-2)
- 2.3.3 Require non-agricultural developments to include measures that prevent urban runoff flooding and silting from impacting the agricultural operations. (I-10)
- 2.3.4 Inform new residents and property owners that existing agricultural uses may create nuisances such as flies, odors, dust, noise, night light, and chemical spraying. (I-9 and I-10)
- 2.3.5 Protect agricultural lands from trespass, theft, vandalism, roaming dogs, and comparable impacts from urban uses. (I-15)

OBJECTIVE

- 2.4 Discourage the adoption of inappropriate, unnecessary, and restricting Federal, State and local regulations that threaten the economic viability of existing agricultural operations.

POLICIES

- 2.4.1 Oppose regulations that impact agricultural operations unless they are justified on the basis of sound environmental concerns. (I-45)
- 2.4.2 Assist farmers and agricultural land owners in their efforts to understand and abide by regulations and to process applications for permits and licenses. (I-42)

HOUSING

Statutory Requirements

The California Government Code requires a city's General Plan to include a housing element as provided in Article 10.6 (commencing with Section 65580). The element must contain:

- an assessment of housing needs and inventory of resources and constraints relevant to the meeting of these needs;
- a statement of the community's goals, quantified objectives, and policies relevant to the maintenance, preservation, improvement and development of housing; and
- a program which sets forth a five-year schedule of actions the City is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available.

The City of Ontario Housing Element satisfies the statutory requirements. This housing section supplements the Ontario Housing Element with policies that are pertinent only to the Sphere of Influence.

Housing Supply

GOAL 3A

Adequate housing to support household and job growth and facilitate mobility within the ownership and rental markets.

OBJECTIVE

- 3.1 Maintain a supply of developable residential land adequate to accommodate the amount and type of projected household and job growth.

POLICIES

- 3.1.1 Provide for the development of an estimated 20,396 single family and 10,792 multi-family dwelling units to sustain sound economic development. (I-16)
- 3.1.2 Ensure that the densities and characteristics of residential projects fulfill the intent of applicable land use designations. (I-8 and I-10)

OBJECTIVE

- 3.2 Ensure that residential sites are served by adequate infrastructure and services.

POLICIES

- 3.2.1 Require the provision of infrastructure needed to support anticipated residential development and ensure the proper integration of all services. (I-7 and I-10)
- 3.2.2 Maintain internal consistency among the General Plan's elements to provide the necessary services and infrastructure for urban development. (I-11)

Housing Mix

GOAL 3B

A range of housing types to accommodate a variety of incomes and lifestyles, and enable residents to remain in Ontario throughout their lives.

OBJECTIVE

- 3.3 Promote a diversity of housing types, including large-lot development (i.e., one unit per acre or larger), single-family detached and attached residences, multi-family rental and ownership units, second units, senior citizen units, and units combined with nonresidential uses.

POLICIES

- 3.3.1 Allow flexibility in the type of units developed on vacant, residentially designated properties in master-planned communities and other planned developments. (I-16)
- 3.3.2 Require that development include a mix of housing types. (I-7 and I-10)
- 3.3.3 Encourage the development of residential uses in association with compatible nonresidential uses (i.e. mixed-use). (I-7, I-8, and I-10)
- 3.3.4 Provide housing opportunities for upper-income residents by designating sites in selected areas for large-lot development or sites adjacent to significant amenities. (I-7, I-8, and I-10)

Livable Neighborhoods

GOAL 3C

Neighborhoods that have a high degree of livability.

OBJECTIVE

- 3.4 Promote residential design that is functional, people and pedestrian-oriented, aesthetically pleasing, and contributes to a sense of community through the sensitive arrangement of buildings, open space (public and private), and circulation (vehicular and pedestrian). Encourage innovative and creative design in residential projects.

POLICY

- 3.4.1 Ensure that new residential development fulfills the above objective through the establishment and application of comprehensive design guidelines and development standards. (I-8)

OBJECTIVE

- 3.5 Minimize the adverse effects of development on adjacent neighborhoods, to the maximum extent feasible.

POLICIES

- 3.5.1 Ensure that development is integrated with residential neighborhoods in a way that minimizes adverse impacts on privacy, noise levels, and traffic. (I-7 and I-10)
- 3.5.2 Encourage the physical design elements of development (e.g., scale, street and circulation design, architectural elements) to complement and respect that of surrounding residential neighborhoods. (I-7 and I-10)
- 3.5.3 Where the new development's site design characteristics and standards will differ from those within an adjacent neighborhood, use design features (street trees, sidewalk siting and materials, etc.) that are common in both the neighborhoods as measures to transition from the surrounding neighborhood to the new neighborhood. (I-7 and I-10)

Affordable Housing Development

GOAL 3D

Provision of housing for all economic segments of the present and future community, including the City's fair share of the regional housing need.

OBJECTIVE

- 3.6 Minimize governmental constraints on the provision of affordable housing.

POLICY

- 3.6.1 Designate sufficient vacant land with maximum densities high enough to facilitate the development of housing affordable to lower-income households. (I-16)

OBJECTIVE

- 3.7 Offset the impacts of market-rate housing and nonresidential development on the supply of affordable housing.

POLICY

- 3.7.1 Require each Specific Plan to ensure the provision of an adequate number of units affordable to very low, low, and moderate income households within its Specific Plan area. (I-7)
- 3.7.2 Allocate a portion of the City's regional housing need target to the Sphere of Influence, as appropriate. Require that specific plan areas implement housing programs that comply with the State of California Housing and Community Development requirements, and ensure compliance and attainment of the regional housing need assessment "affordable" unit target. (I-7)

Housing for Special Needs

GOAL 3E

Housing opportunities for groups with special needs and for all people regardless of race, religion, gender, marital status, ancestry or national origin.

OBJECTIVE

- 3.8 Promote the provision and maintenance of housing for groups with special needs.

POLICIES

- 3.8.1 Encourage the construction of multi-family units specifically designed for the elderly to be located near Neighborhood Centers that provide access to transit and pedestrian access to amenities, goods, and services (i.e., recreational areas, commercial districts, and medical services). (I-7 and I-10)
- 3.8.2 Encourage the provision of rental units specifically designed for students to be located near the educational campus area. (I-7 and I-10)

AIRPORT ENVIRONS

Statutory Requirements

In addition to the mandatory elements, other optional elements may be included in a City's General Plan. The California Government Code Section 65303 states:

The General Plan may include any other elements or address any other subjects which in the judgment of the legislative body, relate to the physical development of the county or city.

The Sphere of Influence's Airport Environs Element is just such an optional element. Once adopted, this Element will have the same legal status as any of the mandatory elements. Additionally, other State requirements pertaining to the mandatory elements, such as internal consistency, also apply to the optional element.

Many of the goals and policy statements of the existing General Plan are applicable to the area north and east of Chino Airport as well. The following edits or changes to the adopted Ontario General Plan are suggested in bold type.

1.0 EXISTING GENERAL PLAN GOAL

Utilize all feasible air operations and airport facilities modifications to minimize and, where possible, reduce the numbers of residents impacted by noise from Ontario International Airport **and Chino Airport**.

EXISTING GENERAL PLAN POLICY

- 1.1 Work with Los Angeles Department of Airports and air carriers to promote use of **newer, less noisy Stage III** aircraft at Ontario International. **If air carrier service is ever introduced at Chino Airport, work with the County of San Bernardino and air carriers to achieve a similar goal.**

2.0 AMENDED EXISTING GENERAL PLAN GOAL

Protect residents, workers, **and students** from potential aircraft accidents and from the adverse effects of aircraft noise.

POLICIES THAT SUPPLEMENT THE EXISTING GENERAL PLAN

- 2.2 Adopt and implement, where appropriate, airport land use compatibility guidelines for noise **(Figure 3-23)**. (I-16)
- 2.3 Adopt and implement airport land use compatibility guidelines for air safety **(Figure 3-24)**. (I-16)
- 2.4 Update and re-evaluate the City's land use compatibility guidelines for noise and air safety after each update of same by the Chino Airport. (I-17)
- 2.5 Require development to file a Notice of Construction with the FAA regional office for any proposed construction that would pierce an imaginary surface extending outward from airport boundaries at a slope of 100:1. Consider the FAA's follow up aeronautical study during the project approval process. (I-10)

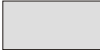



GOAL 8.0 THAT SUPPLEMENTS THE EXISTING GENERAL PLAN

Prevent land uses that may increase the incidence of bird strikes in the vicinity of airports.

POLICY THAT SUPPLEMENTS THE EXISTING GENERAL PLAN

- 8.1 Avoid the development of water features that may attract birds within 3,000 feet of the ends of runways or within 1,200 feet laterally of a runway centerline. (I-10)

LAND USE CATEGORY	COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)						
	55	60	65	70	75	80	
RESIDENTIAL/LODGING Single Family/Duplex							
Multi-Family							
Mobile Homes							
Hotels/Motels							
PUBLIC/INSTITUTIONAL Schools/Hospitals/Churches/Libraries							
Auditoriums/Concert Halls							
COMMERCIAL Offices							
Retail							
INDUSTRIAL Manufacturing							
Warehousing							
RECREATIONAL/OPEN SPACE Parks/Playgrounds/Golf Courses/Riding Stables							
Outdoor Spectator Sports							
Outdoor Music Shells/Amphitheatres							
Livestock/Wildlife Preserves							
Crop Agriculture							

-  **CLEARLY ACCEPTABLE**
No special noise insulation required, assuming buildings of normal conventional construction
-  **NORMALLY ACCEPTABLE**
Acoustical reports will be required for major new residential construction. Conventional construction, with closed windows and fresh air supply systems or air conditional, will normally suffice.
-  **NORMALLY UNACCEPTABLE**
New construction should be discouraged. Noise/aviation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.
-  **CLEARLY UNACCEPTABLE**
No new construction should be permitted

Airport Noise Compatibility Guidelines

Ontario Sphere of Influence General Plan Amendment

Figure 3-23

LAND USE CATEGORIES		AIR SAFETY ZONE	
CATEGORY	USE	CLEAR ZONE	APPROACH SAFETY ZONE
RESIDENTIAL/LODGING	Single Family		
	Multi-Family		
COMMERCIAL	Hotel/Motel Transient Lodging		
	Restaurant/Bar		
	Office/Retail		
	Service Station		
INDUSTRIAL	Manufacturing		
	Warehousing		
INSTITUTIONAL	Schools		
	Auditoriums		
OPEN SPACE	Parks		
	Golf Course		
AGRICULTURE	Agriculture		

	NORMALLY COMPATIBLE Specified land use is satisfactory.
	COMPATIBLE WITH RESTRICTIONS Density limited to 3 du's per acre or floor area ratio of 0.25. No flammables, uses which attract birds, no overhead power lines, electrical interference, smoke, high intensity lighting or concentration of people.
	COMPATIBLE USES No structures.
	INCOMPATIBLE USE

Airport Air Safety Compatibility Guidelines

Ontario Sphere of Influence General Plan Amendment

Figure 3-24