

**OBJECTIVE**

- 7.3 Ensure the costs of infrastructure improvements to the storm drain and flood control system are borne by those who benefit.

**POLICY**

- 7.3.1 Require improvements to the existing storm drain and flood control facilities necessitated by new development be borne by the new development benefiting from the improvements; either through the payment of fees, or by the actual construction of the improvements. (I-7, I-10, I-28, I-29, I-32, I-33, and I-46)
- 7.3.2 Require developers to submit proof of payment of the City's drainage fees to the City Engineer, as applicable. (I-10)

**OBJECTIVE**

- 7.4 Ensure that storm drain facilities are sensitive to environmental concerns.

**POLICIES**

- 7.4.1 Expand the use of storm waters to be used as groundwater recharge. (I-10)
- 7.4.2 Improve any existing environmental degradation or minimize potential degradation from current or planned storm drain runoff and flood control facilities in sensitive environments. (I-21)

**SOLID WASTE*****Goals, Objectives, and Policies***

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The City of Ontario's existing goal and policies adequately address the Sphere of Influence's needs. This policy document adds implementation programs and amends policies as indicated by the bold font.

**AMENDED EXISTING GENERAL PLAN POLICIES**

- 4.1 Expand the recycling program to include multi-family residences, commercial and industrial uses. **(I-49)**
- 4.3 Encourage and support regional and statewide efforts to reduce the solid waste stream. **(I-12 and I-47)**
- 4.4 Enforce a vigorous recycling program within all city offices and facilities **including fire and police facilities.** **(I-27)**
- 4.6 Provide solid waste recycling programs including exploring the possibility of the development of a Materials Recovery Facility (MRF). **(I-47)**
- 4.7 Investigate the possibility of a City-sponsored program to recycle yard waste and development of end-markets for compost. **(I-49)**
- 4.8 Encourage backyard composting. **(I-49)**
- 4.9 Encourage diversion of special wastes such as tires, white goods and construction and demolition debris. **(I-49)**

**SCHOOLS****Goals, Objectives, and Policies****GOAL 8.0**

A high level of educational quality for the Sphere of Influence's residents.

**OBJECTIVE**

- 8.1 Provide adequate educational facilities and programs that meet the needs of Sphere of Influence's residents by coordinating development activities with the Mountain View School District, Chaffey Joint Union High School District, Chino Unified School District, and Chaffey Community College District.

**POLICIES**

- 8.1.1 Work with the school districts to ensure that school facilities and programs are expanded to commensurate with the Sphere of Influence's population growth and development, **Figure 4-13**. (I-35)
- 8.1.2 Require that Specific Plans accommodate sufficient schools to meet School District criteria as shown in **Table 4-10**. Based on these, the Land Use Plan's buildout will necessitate an estimated 20 elementary school sites, 5 middle school sites, and 3 high school sites within the total Sphere of Influence, with the number of schools in each planning subarea indicated in **Table 3-4**. The required number of schools to be constructed may vary due to modifications of the school district's standards to account for demographic changes, the number and types of dwelling units, resident characteristics, and other pertinent criteria. (I-7 and I-10)

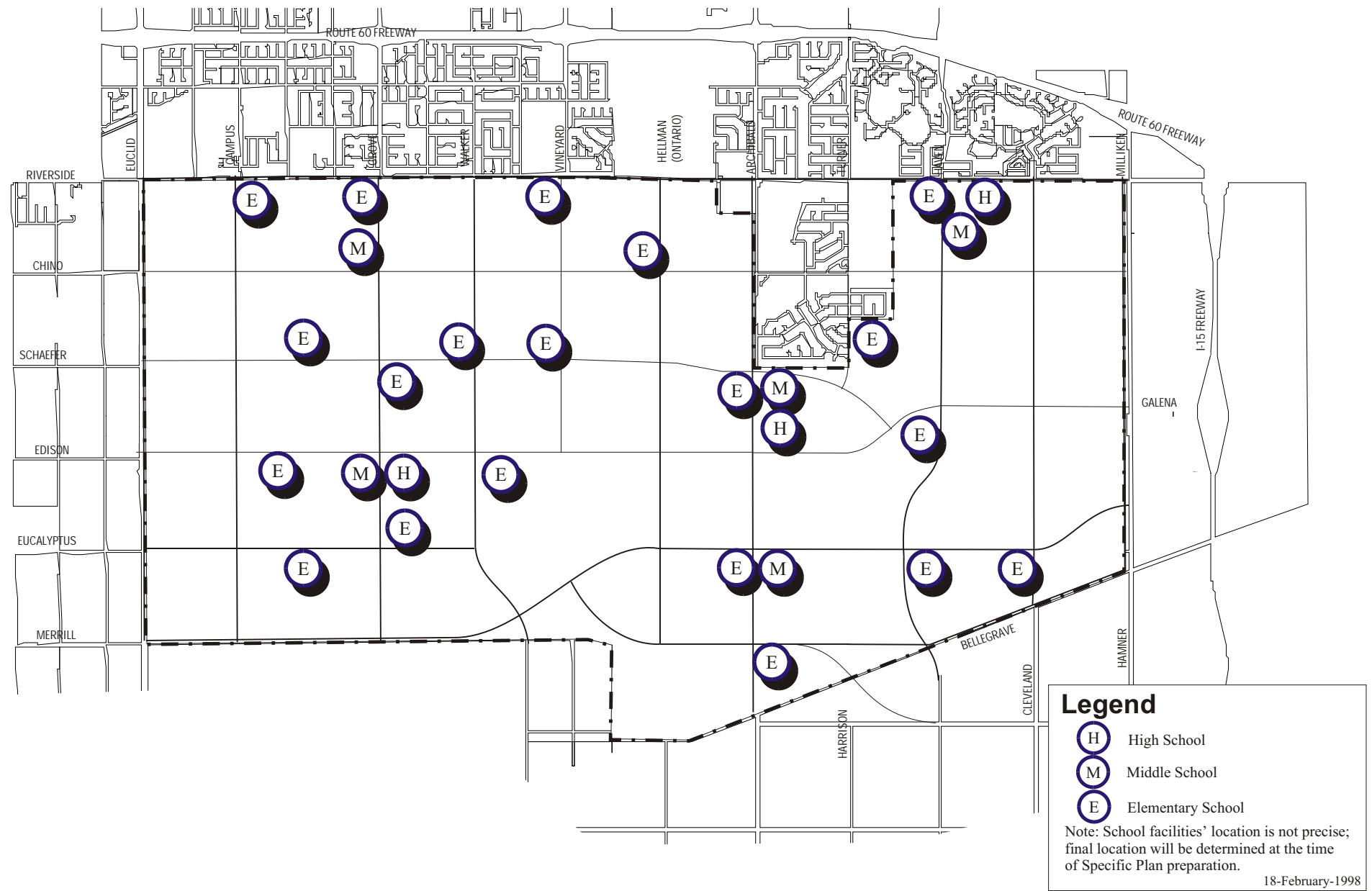
**TABLE 4-10**

School Districts:  
Existing Student Generation Rates and School Design Capacity

School District	Students/Dwelling Unit	Students/School
<b>Chino Unified</b>		
Elementary School	0.48	720
Middle School	0.13	1,000
High School	0.2	1,800
<b>Mountain View</b>		
Elementary School	0.38	650
Middle School	0.188	900
<b>Chaffey Joint Union</b>		
High School	0.2	2,500

Source: Chino Unified School District, 1996, Mountain View School District, 1996, Chaffey Joint Union High School District, 1996

- 8.1.3 Locate schools within a designated "Neighborhood Center" to the extent feasible, as illustrated in **Figures 3-8 and 3-9**. (I-7 and I-10)
- 8.1.4 Encourage schools to be located as neighborhood focal points, with linkage to recreational uses, pedestrian paths, and bike ways, when locating schools in a Neighborhood Center is not feasible. (I-7 and I-10)



# Potential School Sites

## Ontario Sphere of Influence General Plan Amendment

1" = 3750'

Figure 4-13



- 8.1.5 Encourage the consolidation or location of school campuses adjacent to one another, thereby enabling a joint use of recreational space, library, auditoriums, and other facilities. (I-7 and I-10)
- 8.1.6 Locate schools to avoid impacts attributable to Chino Airport. To ensure efficient accessibility of schools from residential neighborhoods, work with the California Department of Transportation, Division of Aeronautics, and Department of Education to permit schools to be developed at acceptable locations within the Airport's two mile radius. (I-47)
- 8.1.7 Encourage the Chaffey Community College District or other interested public or private educational institutions to locate a campus within the Sphere of Influence in accordance with Land Use policies. (I-35)
- 8.1.8 Encourage the school districts to design schools so that their periphery maintains an appropriate transition with adjoining residential neighborhoods; avoiding the use of walls, fences, and landscape which establish a visual barrier. (I-35)
- 8.1.9 Work jointly with the school districts to integrate community oriented facilities and programs on school sites such as auditoriums, playing fields, before and after school day-care, public library facilities, Boys and Girls Club, continuing education, and so on. (I-35)
- 8.1.10 Work with the school districts to ensure that the full cost of school facilities and services unique to the Sphere of Influence are funded through development mitigation fees, to the extent permitted by State law, bonding, grants, and other available resources. (I-28 and I-35)
- 8.1.11 Locate preschool and day-care facilities in appropriate areas throughout the Sphere of Influence to meet the needs of a growing population. Require specific planned areas to designate sites for day-care facilities. (I-7 and I-10)
- 8.1.12 Consider using creative methods for financing community facilities to facilitate the establishment of the schools. (I-29, I-31, and I-33)
- 8.1.13 With direction from the City Council, encourage the re-organization of the School District boundaries so that all of the Sphere of Influence is incorporated within the Mountain View and Chaffey Districts. (I-35)
- 8.1.14 Encourage the school districts to establish a standard for maximum classroom size of 25 students. (I-35)

#### **OBJECTIVE**

- 8.2 Promote programs that provide educational opportunities for the Sphere of Influence's residents by private organizations and public agencies.

#### **POLICIES**

- 8.2.1 Work with representatives of local industries to promote the establishment of job training programs that increase the opportunity of Ontario and the Sphere of Influence residents to be employed locally. (I-48)

- 8.2.2 Work with local university(ies) and others to offer educational programs regarding the history and characteristics of the agriculture industries and their importance to the region. (I-47)

**POLICE PROTECTION*****Goals, Objectives, and Policies***

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**GOAL 9.0**

A high level of police protection for the Sphere of Influence's residents, businesses, and visitors.

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**OBJECTIVE**

- 9.1 Coordinate development activities with the Police Department to ensure that adequate facilities and services are maintained for the City's residents, businesses and visitors.

**POLICIES**

- 9.1.1 Increase Police Department force by an estimated 163 sworn police officers and 102 non-sworn civilian personnel in order to accommodate the estimated 101,845 Sphere of Influence residents based on the City's existing standard of 1.6 sworn officers per thousand residents and 1.0 non-sworn civilian support personnel per thousand residents. The number of sworn officers and non-sworn personnel may vary based on future modifications of the City of Ontario's service standard. (I-12)
- 9.1.2 Periodically evaluate population growth, development characteristics, level of service (response time and staffing), and incidence of crime in the Sphere of Influence to ensure that an adequate level of police protection is maintained. (I-12)
- 9.1.3 Require Specific Plans to identify the appropriate sites for the construction of a police station within the "Neighborhood Centers", "Town Center", or other activity nodes. (I-7, I-10, and I-30)
- 9.1.4 Encourage that public facilities be consolidated, thereby creating "mini civic centers" comprised of police stations, libraries, fire stations, schools, parks, and administrative offices, etc. (I-7 and I-10)

**OBJECTIVE**

- 9.2 Increase the residents' and Police Department's ability to minimize crime and improve security for all uses of public and private buildings, sites, and open spaces.

**POLICIES**

- 9.2.1 Working with the Police Department, require Specific Plans to incorporate defensible space designs. These designs should help ensure maximum visibility and security for entrances, pathways, and corridors, as well as open space (both public and private) and parking lots/structures. (I-7 and I-10)
- 9.2.2 Require the incorporation of lighting which provides adequate exterior illumination to facilitate security surveillance around commercial, industrial, multi-family, and public structures. (I-10)

**FIRE PROTECTION AND EMERGENCY MEDICAL SERVICE***Goals, Objectives, and Policies*

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**GOAL 10.0**

A high level of fire protection and emergency services to the Sphere of Influence businesses and residences.

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**OBJECTIVE**

- 10.1 Ensure that the Fire Department's facilities, personnel, and equipment needs keep pace with the Sphere of Influence's growth.

**POLICIES**

- 10.1.1 Ensure that fire facilities and personnel are expanded to serve the needs of the estimated 101,845 Sphere of Influence residents and to maintain the City's existing standard for a 5 minute response time. Provision of fire protection and emergency medical service may vary from this standard, based on future modifications created by the City of Ontario. (I-4, I-12, I-30, and I-44)
- 10.1.2 Require that a total of three fire stations be incorporated within the "Neighborhood Centers", "Town Center", or other activity nodes. (I-7 and I-10)
- 10.1.3 Encourage the consolidation of public facilities thereby creating "mini civic centers" comprised of police stations, libraries, fire stations, schools, parks, and administrative offices, etc. (I-7 and I-10)



**CIRCULATION*****Goals, Objectives, and Policies***

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**GOAL 11.0**

A transportation system that meets the future mobility needs of the Sphere of Influence.

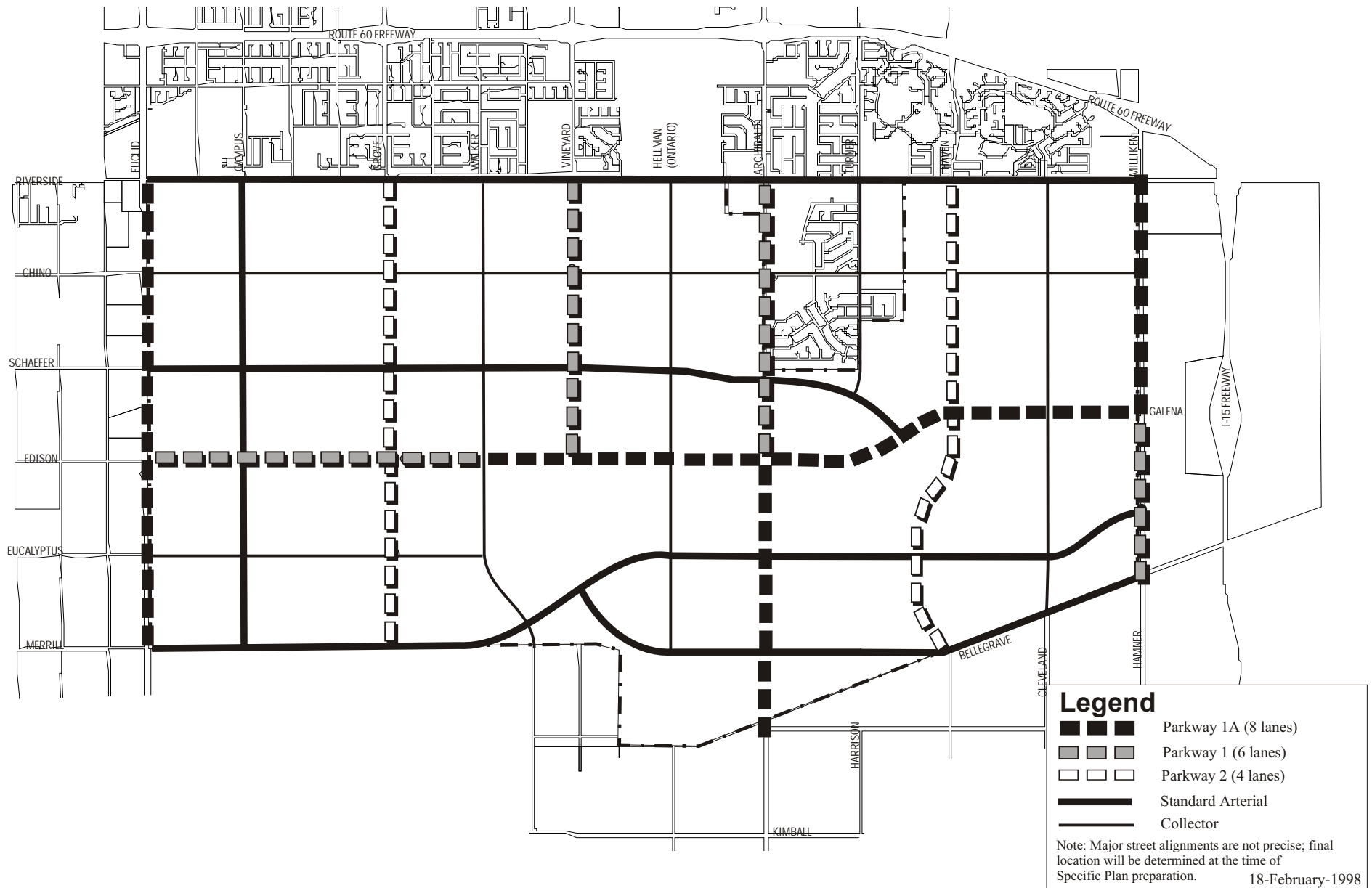
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**OBJECTIVE**

- 11.1 Ensure that the Sphere of Influence's transportation infrastructure will adequately serve local and regional trips, provide proper connectivity, and minimize impacts to the existing system.

**POLICIES**

- 11.1.1 Promote the timely development of the "backbone" circulation plan, as shown in **Figure 4-14** that is phased and based on projected needs generated by the implementation of the Land Use Plan and the surrounding uses. (I-1 and I-2)
- 11.1.2 Develop a detailed master plan to phase the "backbone" transportation infrastructure in a logical manner. The master plan should address coordination with each of the Specific Plan's master planning efforts and funding mechanisms including cost sharing and future credits. (I-2)
- 11.1.3 Implement hierarchy of roadways and roadway classifications, as shown in **Figure 4-15**, **Figure 4-16**, and **Figure 4-17**, that provides for efficient movement of regional through traffic and also protects the residential neighborhoods from intrusion of through traffic. (I-2)
- 11.1.4 Reserve adequate rights-of-way for roadways to implement the hierarchy of local roads within the Sphere of Influence that is consistent with the planned land uses. (I-30)
- 11.1.5 Establish safe and efficient truck routes that minimize exposure to noise sensitive land uses and reduce other adverse impacts to adjacent land uses, **Figure 4-18**. (I-2)
- 11.1.6 Consider the development of high-capacity, regional traffic serving facilities in the east-west and north-south direction through the Sphere of Influence, such as Edison Avenue, Euclid Avenue, Archibald Avenue, and Milliken Avenue. (I-2)
- 11.1.7 Identify appropriate intelligent transportation system (ITS) elements to be incorporated into the Sphere of Influence's transportation infrastructure. The ITS elements include such technologies as changeable message signs, closed circuit television, highway advisory radio, loop detectors, fiber optic communications connections, and links to regional traffic management centers. (I-2)

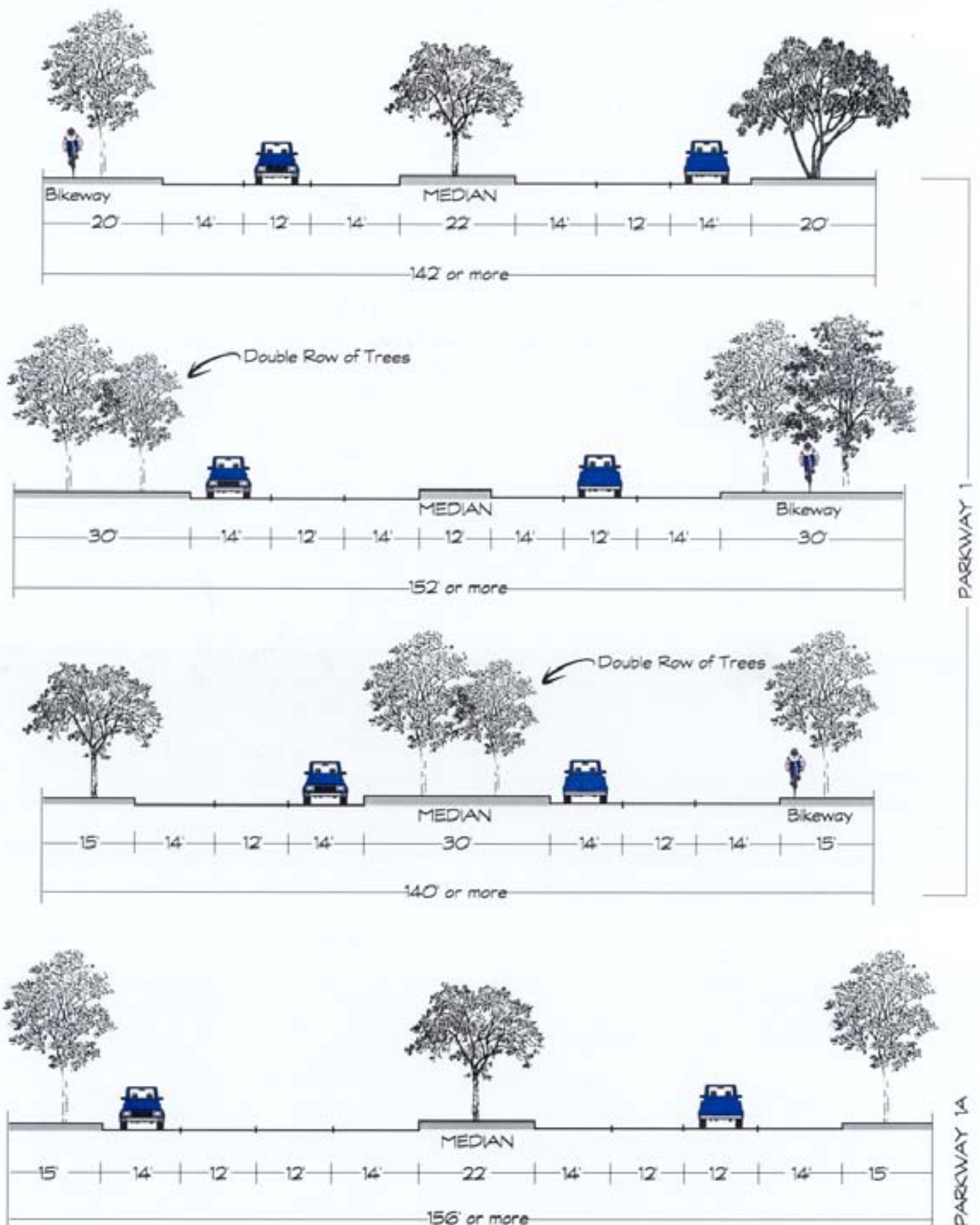


# **Circulation Plan and Roadway Classifications** **Ontario Sphere of Influence General Plan Amendment**

1" = 3750'

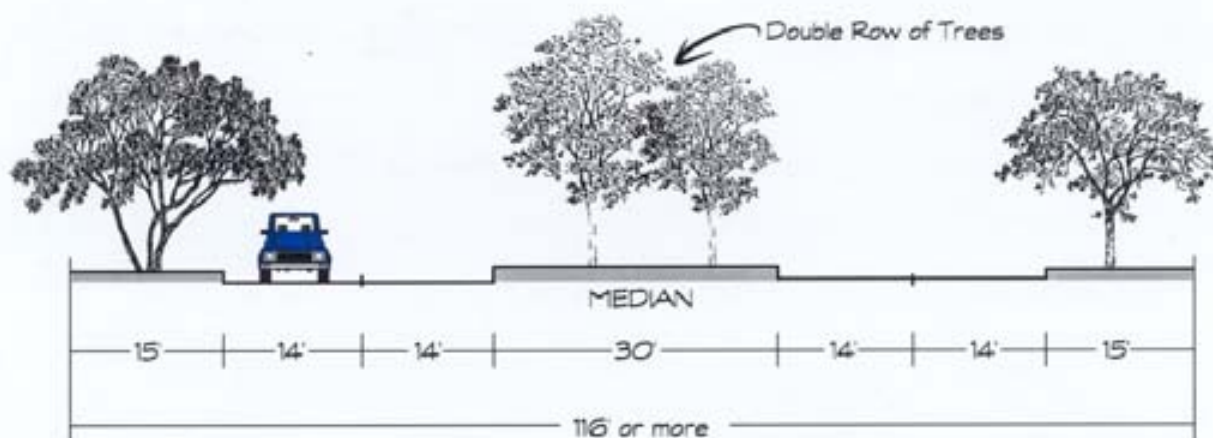
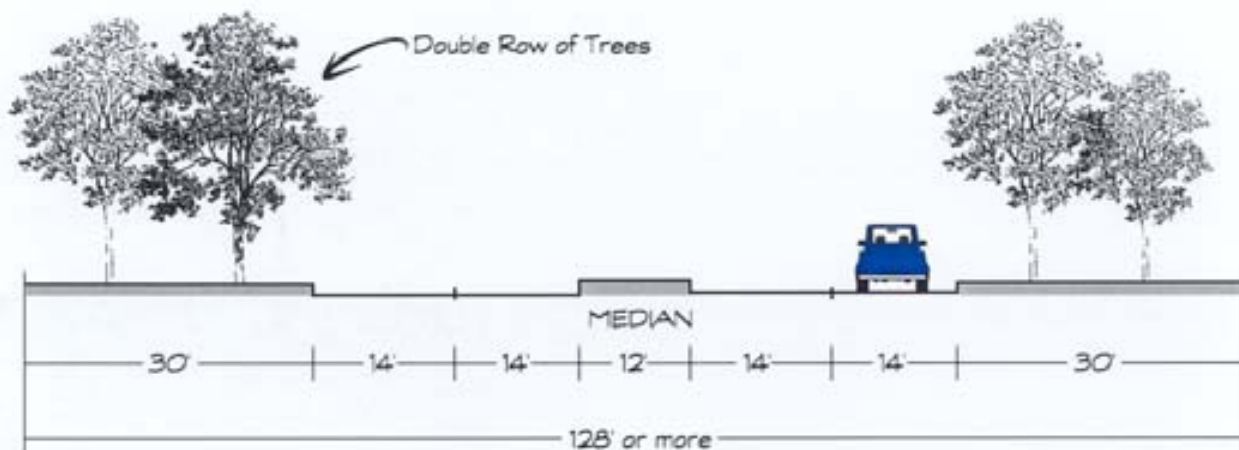
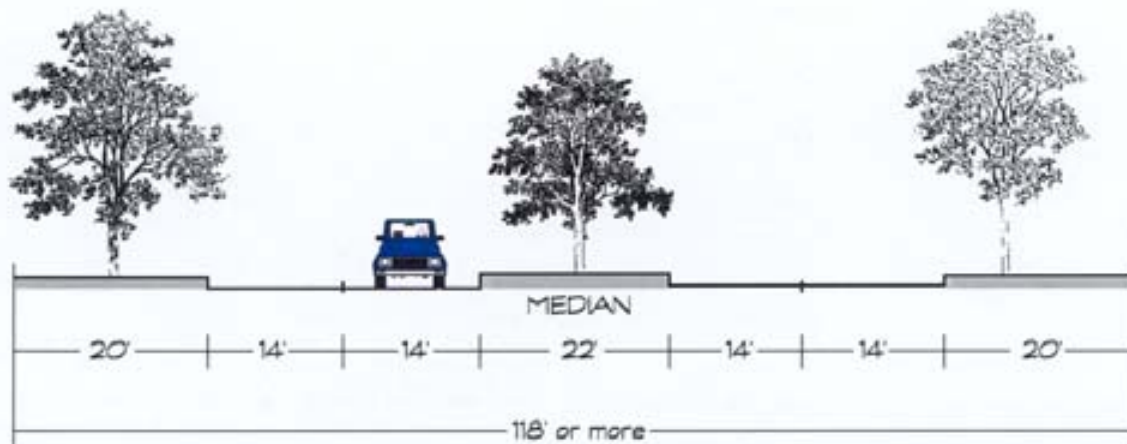
Figure 4-14





## Roadway Classifications - Parkway 1 and 1A Options Ontario Sphere of Influence Amendment General Plan

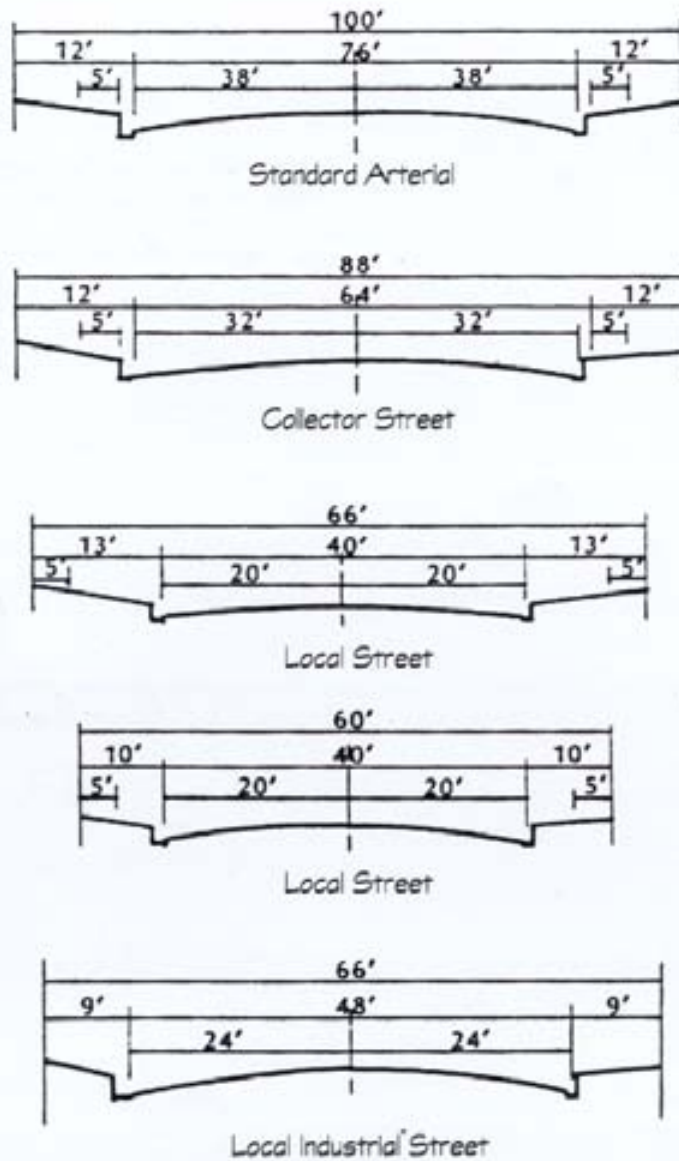
Figure 4-15



## Roadway Classifications - Parkway 2 Options

### Ontario Sphere of Influence General Plan Amendment

Figure 4-16

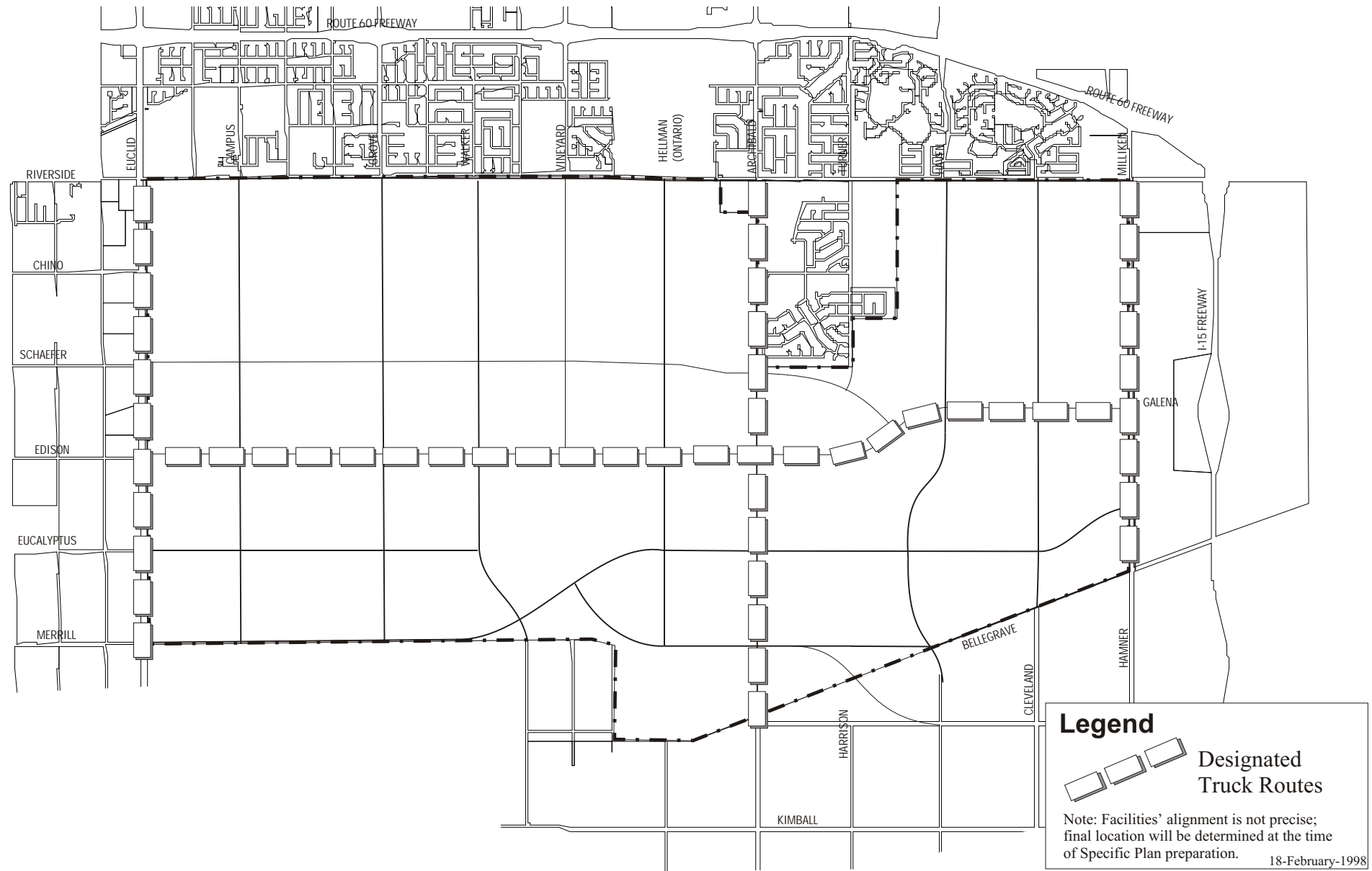


SOURCE: City of Ontario General Plan, 1992

## Roadway Classifications

### Ontario Sphere of Influence Amendment General Plan

Figure 4-16



# Designated Truck Routes Ontario Sphere of Influence General Plan Amendment

1" = 3750'

Figure 4-18



- 11.1.8 Develop a “Transitional Roadway Plan” that minimizes agricultural vehicle-urban vehicle conflicts, minimizes agricultural vehicles’ impact on non-agricultural uses, and transitions the Sphere of Influence’s roadways from agricultural oriented to urban oriented. (I-2)
- 11.1.9 Augment and implement the comprehensive Citywide Traffic Model within the Sphere of Influence area to reflect the Sphere of Influence land uses and the proposed circulation system. (I-13)
- 11.1.10 Update the City’s Master Plan of Streets by adding the Sphere of Influence’s circulation system. (I-13)

**OBJECTIVE**

- 11.2 Establish performance standards for acceptable levels of service.

**POLICIES**

- 11.2.1 Maintain a level of service not to exceed LOS D for intersections during the peak hours. (I-10)
- 11.2.2 Maintain a peak period level of service not to exceed LOS D for collector and arterial roadways. (I-10)
- 11.2.3 Maintain a peak period level of service not to exceed LOS C for residential streets. (I-10)

**OBJECTIVE**

- 11.3 Ensure that adequate coordination is made with neighboring jurisdictions and regional agencies to properly develop the circulation system at the Sphere of Influence’s boundaries and control traffic growth and congestion on a regional level.

**POLICIES**

- 11.3.1 Coordinate with Riverside County and Caltrans to ensure the timely design and implementation of the Galena Interchange on the I-15 Freeway. (I-40)
- 11.3.2 Coordinate with Caltrans and monitor traffic growth around freeway interchanges to determine the need, timing, and design for ramp improvements and additional right-of-way needs at the Route 60 Freeway interchanges. (I-40)
- 11.3.3 Actively support the County of San Bernardino’s Congestion Management Plan. (I-40)
- 11.3.4 Support and implement locally applicable portions of the Regional Mobility Plan and Air Quality Management Plan. (I-40)
- 11.3.5 Coordinate the development of the Sphere of Influence’s circulation plan with adjacent jurisdictions and regional agencies, including City of Chino to the west and Riverside County to the east and south, for proper future connectivity and service to regional trips. (I-40)

- 11.3.6 Specific Plans for proposed developments within the SOI shall not be approved and adopted until such time as the San Bernardino County Congestion Management Program Traffic Impact Analysis (CMP TIA) for the Sphere of Influence General Plan Amendment has been completed and approved. This CMP TIA shall identify improvement measures to mitigate impacts of the traffic generated by the Sphere of Influence on transportation systems in the City of Ontario, the unincorporated San Bernardino County and all neighboring cities, which fall within the five-mile radius (designated impact area) of the Sphere of Influence boundaries, per CMP TIA guidelines. (I-10)
- 11.3.7 Require all Specific Plans within the Sphere of Influence to conduct and prepare separate traffic and circulation studies to:
- Assess internal circulation system need and to develop a traffic circulation plan for the Specific Plan area;
  - Identify regional transportation infrastructure connectivity requirements; and
  - Identify specific traffic impacts related to the buildout of the Specific Plan on the surrounding areas (outside the Specific Plan) and to identify traffic improvement measures to mitigate these impacts. (I-7)
- 11.3.8 Circulate all relevant traffic and circulation studies prepared for proposed Specific Plan developments within the Sphere of Influence area to all neighboring local jurisdictions that may be potentially impacted by the traffic generated from the buildout of the Specific Plan's land uses. (I-47)
- 11.3.9 For the following arterial segments outside the Sphere of Influence:
- Euclid Avenue - Riverside Drive to Philadelphia Street
  - Grove Avenue - Saint Andrews Street to 4th Street
  - Vineyard Avenue - Riverside Drive to Route 60
  - Archibald Avenue - Riverside Drive to Philadelphia Street
  - Haven Avenue - Creekside to Route 60; Mission Boulevard to Airport Drive
  - Milliken Avenue - Riverside Drive to Mission Boulevard

provide additional through-traffic lanes by:

- widening the roads to accommodate the ultimate number of lanes designated in the General Plan;
- modifying functional classification for arterials to accommodate additional traffic lanes;
- restriping; and
- using parking restrictions and other measures, where feasible. (I-16)



- 11.3.10 For the segments listed in policy 11.3.9, the City of Ontario shall provide traffic operations and Traffic Systems Management (TSM) improvements including signal system coordination, automated traffic control, Smart Corridors, intelligent transportation systems, and other measures. (I-16)

#### **OBJECTIVE**

- 11.4 Ensure that the Specific Plans' circulation system adequately serves local trips while minimizing impacts on the surrounding neighborhoods and the existing system.

#### **POLICIES**

- 11.4.1 Require each major development phase or Specific Plan to develop a master plan of streets and conduct a comprehensive traffic impact study, as appropriate. (I-2, I-7, and I-10)
- 11.4.2 As condition of development for each planning area, require that proper connecting facilities and capacity be provided to the regional transportation system to minimize impacts to existing roadways. (I-10)
- 11.4.3 Require that development within the Sphere of Influence be consistent with the provisions of the County-wide Congestion Management Program. (I-10)
- 11.4.4 Prohibit future development from providing backout driveways onto arterial roadways. (I-10)
- 11.4.5 Discourage future development from providing backout driveways onto collector roadways. (I-10)
- 11.4.6 Consider the use of alley ways (20 feet recommended width) in master or Specific Planned developments to add flexibility to frontage designs and assist in the creation of more pedestrian oriented front areas. (I-10)
- 11.4.7 Promote development of local street patterns that create and unify neighborhoods, rather than divide them, through the following means:
- local street patterns should provide access between subdivisions within a neighborhood, with the exception of through traffic which should be directed onto major and secondary arterials; and
  - the local street system should be logical and understandable for the user. Creation of circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials should be avoided. (I-10)
- 11.4.8 Require that developers provide all required onsite infrastructure and contribute their proportional share to offsite improvements. (I-30, I-31, and I-32)

- 11.4.9 Implement an impact fee system in order to offset the cost of transportation required by new development. (I-28)
- 11.4.10 Consider whether it is appropriate to establish a transportation benefits district. (I-29)

#### **OBJECTIVE**

- 11.5 Improve transit options within the Sphere of Influence and to destinations outside the Sphere of Influence.

#### **POLICIES**

- 11.5.1 Develop a comprehensive Transportation Mobility Plan to improve the movement of pedestrians, bicyclists, public transit, truck and automobile, freight, passenger rail, etc., within the Sphere of Influence. (I-2)
- 11.5.2 Integrate the Transportation Mobility Plan with the Congestion Management Planning process to identify and develop necessary transportation services, and assist land use and urban design decision making. (I-10)
- 11.5.3 Promote a variety of transportation modes. (I-2 and I-10)
- 11.5.4 Explore the possibility of developing transit centers within the appropriate Specific Plan areas such as the Town Center, educational campus, and adjacent to the Regional Centers along Milliken Avenue and Euclid Avenue. (I-10)
- 11.5.5 Analyze cost/benefit ratios in determining future publicly financed transportation improvements. (I-30)
- 11.5.6 Consult and coordinate with the various transit agencies in order to bring about improved transit service to the Sphere of Influence. (I-40)
- 11.5.7 Encourage the Specific Plans preparers to work with transit agencies to provide transit friendly design with the objective of maximizing the potential for transit use. (I-7)
- 11.5.8 Require development to fund transit facilities, such as transit centers, bus shelters and turnouts, where feasible. (I-10)
- 11.5.9 Require that development within the Sphere of Influence provide for transit-friendly features such as buildings located close to streets, bus amenities, etc. (I-10)
- 11.5.10 Actively encourage the development of connections with commuter rail stations in the vicinity of the Sphere of Influence. (I-40)

#### **OBJECTIVE**

- 11.6 Encourage the use of transportation demand management (TDM) strategies to assist in mitigating traffic impacts and in maintaining a desired level of service on the circulation system.

**POLICIES**

- 11.6.1 Encourage nonresidential developments to provide employee incentives for using alternatives to the conventional single occupant automobile (i.e., carpools, vanpools, buses, bicycles, walking, telecommuting, etc.). (I-10 and I-14)
- 11.6.2 Support national, state, and regional legislation directed at encouraging the use of carpools and vanpools. (I-40)
- 11.6.3 Encourage the establishment of Transportation Management Associations (TMAs) within the commercial and industrial areas of the Sphere of Influence. (I-10)
- 11.6.4 Promote the use of alternative transportation modes to the single occupancy vehicle within the Sphere of Influence, such as carpooling, bus and rail transit and explore the feasibility of linking such systems with other regional transportation systems. (I-7, I-14, I-40, and I-49)
- 11.6.5 Promote ridesharing through publicity and provision of information to the public. (I-49)
- 11.6.6 Encourage the preservation and development of freight and passenger/commuter rail that occur or would occur in the region. (I-40)
- 11.6.7 Encourage Specific Plans to site a telecommunications center within the Sphere of Influence to reduce vehicle miles traveled. (I-7 and I-10)
- 11.6.8 Develop a program for traffic signal coordination and synchronization for the arterial street system in coordination with and connecting to the City's signal system. (I-16 and I-30)

**OBJECTIVE**

- 11.7 Provide sufficient, well-designed and convenient on-street parking and off-street parking facilities throughout the Sphere of Influence.

**POLICIES**

- 11.7.1 Require that parking be consolidated along parkways, arterials, and pertinent collectors, eliminating the number of ingress and egress points. Prime candidate locations for consolidated parking are the "Neighborhood Centers", "Town Center", "Business Parks", and "Regional Centers". (I-7 and I-10)
- 11.7.2 Require that sufficient and secure bicycle parking be provided in all parking areas. (I-10)
- 11.7.3 Promote sharing of off-street parking facilities. (I-7 and I-10)