

## Ontario Sphere of Influence Specific Plan Policy Matrix

*Following are policies from the Ontario SOI General Plan; they are intended to achieve the “vision” for the Sphere of Influence planning area as outlined in Chapter 2 of the SOI General Plan. The policy matrix is divided into five (5) parts, consisting of the five (5) elements of the SOI General Plan Amendment: I. Community Development; II Infrastructure; III Aesthetic, Cultural, Open Space, and Recreational Resources; IV Natural Resources and V Hazards. The following matrix is intended to determine the adequacy of the proposed Specific Plan in meeting the policies of the SOI General Plan. The checklist shall be completed and submitted with the Specific Plan application. Check if the Specific Plan fully complies or partially complies with each respective policy, or if not applicable. A complete explanation is required for all instances.*

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>PART I: COMMUNITY DEVELOPMENT</b>				
<b>1.1 Role of Sphere of Influence General Plan</b>				
1.1.1,				
1.1.5 The proposed Specific Plan reflects the types, organization and distribution of land uses depicted on the Sphere of Influence General Plan Land Use Plan (Figure 3-5) and Development Capacity Table (Table 3-3). The Avenue incorporates the minimum and does not exceed the maximum amount of development prescribed in Table 3-4 of the SOI General Plan, where applicable, including other uses such as greenways that are specified by the SOI General Plan policies, but not tabulated in Table 3-4	X		3.1	
<b>Comments:</b>				
1.1.4 The Proposed Specific encompasses sub area boundaries designated on Figure 3-6 of the Sphere of Influence General Plan and sufficient land to constitute a significant portion of a distinct and cohesive neighborhood or district, as depicted on Figure 3-7 of the Sphere of Influence General Plan.	X		1.8	
<b>Comments:</b>				

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Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<p>Sub area boundaries may be modified on the basis of the following conditions (check all that apply if sub area boundaries are not entirely reflected by proposed Specific Plan):</p> <p><i>Note adjustments to sub area boundaries shall be accompanied by an equivalent adjustment of the development capacity, maintaining the overall coverage densities depicted on the SOI General Plan Land Use Plan.</i></p> <ul style="list-style-type: none"><li>to achieve unified districts and neighborhoods;</li><li>to account for defined market demands regarding the types and scale/acreage of development that should be accommodated;</li><li>to reflect the location of major roads, utility corridors and easements, flood control improvements, natural resource areas, and public properties;</li><li>to reflect property subdivisions and ownerships; and</li><li>to consider appropriate infrastructure and public service phasing.</li></ul>	X		1.8	
Comments:	X		1.8	
X			1.8	
1.2 Structure and Organization of Land Use:				
1.2.1 The proposed plan provides for integrated development of distinct residential neighborhoods and major regional serving activity centers and corridors that are differentiated by their functional role, uses, and character. Each is conceived as a uniquely identifiable place, rather than a fragment of a continuous/undifferentiated urban area.	X		1.5-1.8 & 3.1	
Comments:				
1.2.2 The Avenue provides for a balance of land uses within each neighborhood and district in accordance with phasing policies of the SOI General Plan.	X		3.1	
Comments:				

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.2.3 The Avenue links neighborhoods, centers, and corridors by transportation, utility, and greenways/open space networks. These may also be used to establish clear boundaries between distinct neighborhoods and/or centers.	X		4.1 & 3.2	
<b>Comments:</b>				
1.2.4 The Avenue includes major amenities that provide identity and enhances character including a large scale park ("Village Green"), lake / streams, and golf courses.				X
<b>Comments:</b>	<i>The NMC General Plan does not designate the Avenue for Village Green, lake, stream and/or golf course land uses.</i>			
1.2.5 The Avenue includes an educational campus as the "centerpiece" of community identity and organization.				X
<b>Comments:</b>	<i>The NMC General Plan does not designate the Avenue for educational campus land uses.</i>			
1.2.6 The Avenue includes elements that provide linkages and continuity with uses abutting the Sphere of Influence, including: <ul style="list-style-type: none"> <li>continuity and linkage of transportation and utility infrastructure</li> <li>continuity of street trees and landscaped median along Euclid Avenue</li> <li>Pedestrian linkages to residential areas north of Riverside Drive</li> <li>continuity of commercial centers at the Riverside Drive/ Euclid Avenue and Riverside Drive/Milliken Avenue intersections; and</li> <li>relationship to existing and planned land uses on the west side of Euclid Avenue (City of Chino), north side of Riverside Drive (City of Ontario), and east side of Milliken Avenue (Riverside County)–by the use of complementary and/or transitional land uses and densities and streetscape improvements.</li> </ul>	X	3.1 & 3.2		X X X  X
<b>Comments:</b>	<i>The Avenue is not in the vicinity of Euclid Avenue, Riverside Avenue, or Milliken Avenue</i>			

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.2.7	The Specific Plan establishes clearly defined “edges” for the Sphere of Influence, including landscape setbacks, transitional densities, and other suitable techniques that avoid the use of walls and creation of “walled” enclave.	X		3.2.1	
Comments:					
1.2.8	The Specific Plan includes measures to minimize potential impacts of environmental hazards including flooding, and noise. The Avenue provides for the use of electrical, transmission corridors, flood channels, and similar elements to form “edges” for residential neighborhoods and centers and/ or accommodates public greenways / corridors.	X		3.2.3	
Comments:					
1.3	<b>Residential Neighborhoods</b>				
1.3.1	The Specific Plan accommodates single and multi-family housing, local serving commercial services (e.g., grocery stores, barber and beauty shops, small dining establishments, etc.), community and religious facilities, schools, parks, open spaces, and similar uses within “Residential Neighborhoods.”	X		3.1.1 - 3.1.4	
Comments:					

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<p>1.3.2 The Specific Plan includes priority areas for executive housing as provided for in the SOI General Plan (refer to Figure 3-8, SOI General Plan). Of the target 500 acres of executive housing provided in the General Plan, 20% or 100 acres shall be provided in the areas north of Schaefer Avenue. The following standards must be met in establishing an area large enough to achieve a distinctive identity and critical mass for executive housing (check all that apply):</p> <ul style="list-style-type: none"> <li>• <i>Development with lots of 10,000 square feet or greater:</i> 80 contiguous acres minimum</li> <li>• <i>Development adjacent to a golf course:</i> 50 contiguous acres minimum</li> <li>• <i>Developments adjacent to a large open space, lake, park, or Village Green:</i> 20 contiguous acres minimum</li> </ul>				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for development of executive housing.</i>			
1.3.3 The Avenue accommodates a mix of land uses and a diversity of housing types and parcel sizes within each “Residential Neighborhood” with each designed to create a unified and distinct character. Each neighborhood may incorporate one or more planning sub areas depicted in Figure 3-7 of the SOI General Plan. Refer to Figures 3-9 and 3-10 for examples on the use of Residential Neighborhoods.	X		3.1	
<b>Comments:</b>				
1.3.4 The Avenue incorporates a focal point of activity and identity within each “Residential Neighborhood” that consolidates local serving retail and services, public meeting facilities, schools, parks, common areas (for community events, farmers markets, and other celebrations), religious facilities, and other pertinent uses.	X		3.1 & 3.2	
<b>Comments:</b>				

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.3.5	The Avenue incorporates supporting recreational, educational, retail, cultural, and institutional uses within each “Residential Neighborhood” based on appropriate service standards. <i>To the extent feasible, these uses shall be integrated in “Neighborhood Centers”</i>	X		3.1	
Comments:					
1.3.6	The Avenue includes provisions to increase residential densities and reduce block sizes adjacent to “Neighborhood Centers” and other key activity centers, as appropriate	X		3.1	
Comments:					
1.3.7	The Avenue includes provisions for greenways for pedestrians and biking that links housing with parks, “Neighborhood Centers,” amenities, and adjacent neighborhood and activity centers	X		3.1 & 3.2	
Comments:					
1.3.8	The Avenue establishes clearly defined “edges” and “entries” that contribute to a distinct neighborhood identity (refer to Figures 3-11, 3-12, and 3-13 of the SOI General Plan)	X		3.2	
Comments:					
1.4 Housing Diversity/Quality					
1.4.1	The Avenue accommodates single and multi-family housing, parks, and open spaces in areas designated as “Residential-Low Density” by the SOI General Plan.	X		3.1	
Comments:					
1.4.2	The Avenue provides for a variety of housing types to serve the needs of residents, including large lot, estate, executive, affordable, live / work housing.	X		3.1	
Comments:					

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.4.3 The Avenue provides for an overall average density of 4.6 units per gross acre in areas designated as “Residential-Low Density” by the SOI General Plan Land Use Plan, within which a variety of parcel sizes and housing types area allowed. Densities may be varied throughout a planning sub area, as long as the average density is not exceeded.	X		3.1	
<b>Comments:</b>				
1.4.4 The Avenue provides design standards emphasizing neighborhood livability, and socialization, through such elements as ( <i>refer to Figures 3-7, 3-9 and 3-14, SOI General Plan</i> ):	X		3.1, 3.2,4.4 & 5.2	
<ul style="list-style-type: none"> <li>Establishment of a pattern of blocks that promotes access and neighborhood activity, while maintaining safety;</li> <li>use of variable setbacks and parcel sizes to accommodate a diversity of housing unit types and respond to changing market conditions and resident needs;</li> <li>minimizing the width of streets to slow traffic and promote “intimacy,” while maintaining acceptable fire protection and traffic flows;</li> <li>orientation of housing toward the street and reducing the visual and physical dominance of garages (introducing the street frontage as the “outdoor living room”); and</li> <li>use of extensively landscaped parkways, with sidewalks separated from the curb.</li> </ul>				
<b>Comments:</b>				
1.4.5 The Avenue includes standards to achieve variable residential densities and housing types along a block where appropriate (e.g., single family attached units placed adjacent to duplexes, which could be adjacent to townhomes).	X		3.1 & 5.2	
<b>Comments:</b>				

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Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.4.6 The Avenue includes provisions for small clusters of multi-family housing (generally, of a maximum of 2 - 5 acres) within areas designated as “Residential-Low Density” by the SOI General Plan Land Use Plan, that are integrated within the overall pattern of residential development, avoiding large scale, segregated concentrations of high density uses (refer to Figures 3-9 and 3-10 - SOI General Plan)	X		3.1	
<b>Comments:</b>				
1.4.7 The Avenue includes standards for multi-family housing in areas designated as “Residential Low Density” by the SOI General Plan Land Use Plan to convey a high level of visual quality and distinctive low density neighborhood including, but not limited to:	X		3.1, 3.2 & 5.2	
<ul style="list-style-type: none"> <li>modulation of building volumes, masses, and heights and articulation of elevations to convey the sense of individual units or smaller structures (precluding “big stucco boxes”);</li> <li>orientation of the building elevation and use of clear visual and physical linkages to the primary street frontage;</li> <li>inclusion of visually well-defined entries that promote individual identity, while maintaining adequate security;</li> <li>integration of balconies and stairways as distinctive architectural elements, rather than “appendages”;</li> <li>inclusion of common open space and recreational facilities that are accessible to all residents (with requirements for on-going maintenance of these by residents);</li> <li>use of landscaped setbacks along primary street frontages that maintains the predominant single family neighborhood character; and</li> <li>linkage of the development with adjacent sites (avoiding “walled enclaves”).</li> </ul>				
<b>Comments:</b>				



Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.4.8 The proposed plan includes provisions to avoid the use of walls to separate residential areas from arterial and other high traffic volume streets by the use of expanded landscaped setbacks, frontage roads with landscaped medians, natural drainage swales, and other appropriate techniques (refer to Figure 3-13, SOI General Plan). Where used, walls shall be attractively designed and landscaped and setbacks used to promote a high level of visual quality.	X		5.2	
<b>Comments:</b>				
1.4.9 The Avenue includes measures addressing all of the use and development restrictions as specified by Referral Areas A, B, and C, and Safety Zones I, II, and III, and of the adopted Chino Airport Comprehensive Land Use Plan. This includes prohibited land uses, interior noise levels, maximum persons per acre, aviation easements, and non-hazardous operations and materials. In addition, a noise impact notification area shall be implemented for all land uses within two miles of the Chino Airport. These measures are consistent with Federal Aviation Administration (FAA) rules, will help protect the long-term operation of the Chino Airport, and will prevent the kind of aircraft noise and other impacts created by flight patterns such as have been experienced by the City around the Ontario International Airport.				X
<b>Comments:</b>	<i>The Avenue is not located within the vicinity of any airports.</i>			
1.4.10 The proposed plan includes provisions for the implementation of a Noise Impact Notification Area (NINA) and a requirement for aviation easements for all schools within two miles of the Chino Airport.				X
<b>Comments:</b>	<i>The Avenue is not located within two miles of the Chino Airport.</i>			
1.4.11 The Avenue includes provisions requiring residential units to be set back from power transmission line easements in accordance with the California Department of Education's limits for locating school sites.				X

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Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>Comments:</b>				
The Avenue includes setbacks for the proposed school as required by the California Department of Education. Residential units are not subject to the same setback requirements but do meet city and state requirements for development adjacent to power lines. Residential units are setback an appropriate distance from power lines.				
<b>1.5 Neighborhood Centers</b>				
<b>1.5.1</b>	X		3.1.4	
The proposed plan accommodates local serving commercial (food and beverage sales, small retail shops, personal services, etc.), small restaurants, community/public meeting facilities, libraries, government facilities, cultural facilities, parks, schools (refer to Policy 1.6.1 below), religious facilities, public plazas and performance spaces, and similar uses in areas designated as “Neighborhood Center.”				
<b>Comments:</b>				
<b>1.5.2</b>		X	3.1	
The Avenue accommodates multi-family housing and mixed use structures that incorporate housing units above ground level retail shops, offices, or community facilities, in areas designated as “Neighborhood Center” by the SOI General Plan Land Use Plan.				
<b>Comments:</b>				
The Avenue includes a combined multi-family and commercial area totaling approximately 40 acres. Multifamily housing will be located around the commercial retail areas allowing residents to walk or bike to services.				
<b>Density/Intensity The Avenue provides for the following densities/intensities for Neighborhood Centers (Policies 1.5.1 to 1.5.6):</b>				
<b>1.5.3</b>	X		3.1	
The Avenue includes provisions insuring neighborhood centers contain 50,000 to 100,000 square feet of local serving commercial uses for each 3,500 to 4,000 residential units.				
<b>Comments:</b>				

Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.5.4	The Avenue includes provisions for the development of commercial and public uses at intensities that allow for the use of surface parking, generally at a maximum floor area ratio of 0.35:1.	X		4.4	
Comments:					
1.5.5	The Avenue includes provisions for the development of multi-family housing at a maximum overall average density of 12 units per gross acre.	X		3.1	
Comments:					
1.5.6	The Avenue includes provisions for the development of mixed use structures at a maximum floor area ratio of 1.5:1.	X		3.1	
Comments:		The Avenue provides independent areas proposed for retail and medium density residential uses, however, mixed use structures are permitted within these areas if the market demand exists.			

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b><i>Design and Development Principles for Neighborhood Centers (policies 1.5.7 to 1.5.13):</i></b>					
1.5.7	Provisions insuring “Neighborhood Centers” are designed and developed as pedestrian oriented “villages” including the following policies: (refer to Figures 3-10 and 3-16 - SOI General Plan)	X		4.4 & 5	
	<ul style="list-style-type: none"> <li>integration of multiple uses into a cohesive place;</li> <li>use of multiple building volumes, masses, and heights and extensively articulated facades;</li> <li>siting of buildings around common pedestrian areas, plazas, and public open spaces;</li> <li>development of public spaces that support casual gatherings, outdoor dining and retail, entertainment, artistic exhibitions and performances, community events, and similar functions;</li> <li>establishment of a continuous or semi-continuous business frontage along pedestrian spaces and design of ground elevations to be “pedestrian-friendly” (extensive windows, projecting signage, lighting, etc.);</li> <li>siting of a portion of development along the primary street frontage, with parking partially or fully screened by the buildings;</li> <li>development of clearly defined walkways from parking areas (paving materials, landscape, signage, etc.); and</li> <li>design of buildings and sites to complement adjacent low density residential areas.</li> </ul>				
<b>Comments:</b>					
1.5.8	The Avenue includes provisions insuring integration of public uses, such as community meeting rooms and auditoriums, with commercial uses in the designated “Neighborhood Centers”.	X		4 and 5	
<b>Comments:</b>					
1.5.9	The Avenue includes provisions insuring linkages between multi-family residential development (single family attached, townhomes, or apartments) to “Neighborhood Centers”. Include design standards insuring multi-family residential developments complement the “village” character in accordance with Policy 1.4.7.	X		3,4, and 5	

Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>Comments:</b>					
1.5.10	The Avenue includes provisions insuring “Neighborhood Centers” are developed as a lowrise environment, 1 to 2 stories, except mixed use structures that may be developed to a maximum height of 3 stories.	X		4.4.4	
<b>Comments:</b>					
1.5.11	The Avenue includes provisions to promote the consolidation of school campuses within or linked to “Neighborhood Centers” sharing common facilities such as play fields, gymnasiums, auditoriums, and other facilities, where feasible.	X		4.4.4	
<b>Comments:</b>					
1.5.12	The Avenue includes provisions to Integrate public libraries and neighborhood parks with “Neighborhood Centers” and schools.	X		4.4.4	
<b>Comments:</b>					
1.5.13	The Avenue includes provisions to link “Neighborhood Centers” with adjacent residential areas by the use of greenways, pedestrian walkways, and bicycle paths.	X		3.2	
<b>Comments:</b>					
<b>1.6</b>	<b>Schools</b>				

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.6.1	<p>The Avenue includes provisions to accommodate the development of school administration, classrooms, athletic facilities, and supporting uses in areas designated as “Elementary,” “Middle,” and “High School” in addition to those accommodated in designated “Neighborhood Centers.”</p> <p><i>The number of schools depicted on the SOI General Plan Land Use Plan are based on the use of current (1997) school standards and may vary to reflect changes in these over the SOI’s development period. Locations are conceptualized and may be varied, provided that the intent of the SOI General Plan policies for consolidation with parks, other schools, and community facilities are attained.</i></p>	X		3.1	
Comments:					
1.6.2	The Avenue provides schools to meet resident needs in accordance with pertinent School District standards.	X		3.1	
Comments:					
1.6.3	The Avenue meets the policy to distribute schools throughout the Sphere of Influence to promote accessibility from all “Residential Neighborhoods.”	X		3.1	
Comments:					
1.6.4	The Avenue includes provisions to promote the consolidation of school campuses sharing common facilities such as play fields, gymnasiums, auditoriums, and other facilities, where feasible.	X		3.1	
Comments:					
1.6.5	The Avenue includes provisions to integrate public schools with other community-serving uses such as parks, libraries, public meeting rooms, day-care, and similar uses ( <b>see Figure 3-10 - SOI GPA</b> ).	X		4.4	
Comments:					

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.6.6 The Avenue includes provisions to link the public schools with adjacent housing, parks, and other schools by a pedestrian greenways network (see <b>Figure 3-10 – SOI GPA</b> ).	X		3.2 and 5	
<b>Comments:</b>				
1.6.7 The Avenue includes provisions requiring educational facilities to be set back from power transmission line easements in accordance with the California Department of Education’s limits for locating school sites.	X		3 and 4	
<b>1.7 Multi-Family Residential Corridors and Centers</b>				
1.7.1 The Avenue accommodates multi-family residential units (small lot detached, single family attached, townhomes, and apartments) in areas designated as “Residential-Medium Density” and “Residential-High Density” by the SOI General Plan Land Use Plan.	X		3.1	
<b>Comments:</b>				
1.7.2 The Avenue requires the inclusion of sufficient on-site recreational amenities in higher density developments to meet resident needs.	X		3.1	
<b>Comments:</b>				
1.7.3 The Avenue encourages the inclusion of community oriented uses such as public meeting rooms, plazas/courtyards, day-care facilities, and similar uses. These may be developed as single purpose buildings or incorporated with residential uses.	X		3 and 4	
<b>Comments:</b>				
1.7.4 The Avenue accommodates an overall average density of 12 units per gross acre in areas designated as “Residential Medium Density” and 18 units per gross acre in areas designated as “Residential-High Density” by the SOI General Plan, within which a variety of parcel sizes and housing types would be allowed. Densities may be varied throughout a planning sub area, as long as the average density is not exceeded.	X		3.1	

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Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>Comments:</b>				
1.7.5 The Avenue includes provisions to establish visual and physical linkages among individually developed multi-family sites to create a cohesive and continuous corridor, rather than independent “islands.” This may be achieved through the fronting of buildings adjacent or in immediate proximity to the street, use of a consistent landscaped setback incorporating common street trees or other vegetation, minimization of side property setbacks to achieve building continuity (a common “building wall”) along the street frontage, location of all parking to the rear of street-facing buildings, use of interconnecting pedestrian walkways, and similar techniques (see <b>Figure 3-17 in the SOI GPA</b> ).	X		3.1, 4.4 and 5.2	
<b>Comments:</b>				
1.7.6 The Avenue includes standards and guidelines to promote visual interest in the design of building elevations in accordance with Policy 1.4.7 (except for the use of extensive landscaped setbacks).	X		5.2	
<b>Comments:</b>				
1.7.7 The Avenue includes provisions to link community serving facilities in multi-family corridors with adjacent residential neighborhoods.	X		3.1 and 3.2	
<b>Comments:</b>				
1.7.8 The Avenue includes provisions insuring sidewalks are developed in multi-family corridors as per City Standards to facilitate and be attractive for pedestrian activity.	X		3.2	
<b>Comments:</b>				
1.7.9 The Avenue includes provisions requiring residential units be set back from power transmission line easements in accordance with the California Department of Education’s limits for locating school sites.				X
<b>Comments:</b>				
<i>Residential units within The Avenue will be set back an appropriate distance from power transmission lines.</i>				



Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>1.8 Town Center</b>				
1.8.1 The Avenue includes provisions for the development of retail, commercial, professional offices, entertainment, art galleries, dining establishments, hotels, and similar uses in areas designated as “Town Center” by the SOI General Plan Land Use Plan.				X
<b>Comments:</b> The NMC General Plan does not designate The Avenue for “Town Center” uses.				
1.8.2 The Avenue includes provisions requiring integration of multi-family housing (townhomes and apartments) with retail, office, and other uses within the Town Center.				X
<b>Comments:</b> The NMC General Plan does not designate The Avenue for “Town Center” uses.				
1.8.3 The Avenue includes provisions for mixed-use buildings that integrate housing with retail commercial, office, and similar uses and special housing types (e.g., artist live/work facilities and home occupations) within the Town Center.				X
<b>Comments:</b> The NMC General Plan does not designate The Avenue for “Town Center” uses.				
1.8.4 The Avenue includes provisions for government office, cultural uses (libraries, museums, performance venues, etc.), religious facilities, schools, recreational facilities, multi-modal transportation hub, and similar public and quasi-public uses, within the Town Center area.				X
<b>Comments:</b> The NMC General Plan does not designate The Avenue for “Town Center” uses.				
1.8.5 The Avenue includes provisions for community meeting rooms, day-care facilities, and public and private plazas, courtyards, and open spaces within the Town Center area.				X
<b>Comments:</b> The NMC General Plan does not designate The Avenue for “Town Center” uses.				
1.8.6 The Avenue accommodates development within the Town Center at building heights, generally, of 1 to 3 stories and a maximum floor area ratio of 0.5, except for mixed use structures that integrate housing with retail, office, public, and other uses that may be developed up to four stories and a floor area ratio of 2.0:1.				X

# The Avenue

## General Plan Consistency

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
Comments:	The NMC General Plan does not designate The Avenue for “Town Center” uses.				
1.8.7	The Avenue accommodates free-standing residential uses at a maximum overall average density of 18 units per gross acre.				X
Comments:	The NMC General Plan does not designate The Avenue for residential “high” density uses.				

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<p>1.8.8 The Avenue includes standards to integrate development of individual parcels to create a cohesive pedestrian oriented center. The following design considerations are included (as illustrated by <b>Figures 3-18 and 3-19 of the SOI GPA</b>):</p> <ul style="list-style-type: none"> <li>integration of multiple buildings and uses into a cohesive development pattern;</li> <li>siting of buildings to create a common/semi-continuous “building wall” directly fronting sidewalks, plazas, and other open spaces—areas may be excepted to incorporate courtyards and corridors;</li> <li>location of parking to the rear of street facing structures, subterranean, or in structures;</li> <li>use of multiple building volumes, masses, heights, and highly articulated facades to promote visual interest and convey the sense of individual storefronts/businesses;</li> <li>use of vertical setbacks above the second level to reduce visual impacts along sidewalks and street frontages;</li> <li>design of the ground floor of structures along the street frontage of commercial and mixed use buildings to enhance pedestrian activity (extensive windows, clearly defined entries, modulation of facades, outdoor patios and seating, etc.) (as illustrated by <b>Figures 3-20, 3-21, and 3-22 of the SOI GPA</b>);</li> <li>integration of consistent and well-designed building and public signage;</li> <li>develop sidewalks and other public spaces to support casual gatherings, outdoor dining and retail, entertainment, arts exhibitions and performances, community events, and similar functions; and</li> <li>incorporate streetscape amenities along the street frontages (benches, trees, planters, decorative paving, pedestrian oriented signage and lighting, trash receptacles, fountains, information kiosks, telephones, news racks, banners, public art, and similar elements).</li> </ul>	X		3.1, 4.4 and 5	
Comments:				
1.8.9 The Avenue incorporates at least one major public plaza/square as a centerpiece of community activity and identity of sufficient size to accommodate events and celebrations, outdoor performances, community meetings, picnics, farmers markets, and similar functions.	X		5	

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>Comments:</b>					
1.8.10	The Avenue includes provisions to consolidate parking facilities, with retail uses located along the street frontage.	X		3.1 and 4.4	
1.8.11	The Avenue includes standards to site and design multi-family housing to create a cohesive and continuous corridor, rather than independent “islands” in accordance with Policy 1.7.5; and promote a high quality of design in accordance with Policy 1.4.7 (except for the use of extensive landscaped setbacks).	X		3.1 and 5.2	
<b>Comments:</b>					
1.8.12	The Avenue includes provisions to integrate a diversity of housing types within any block rather than a singular type (e.g., duplexes, townhomes, and courtyard units).	X		3.1	
<b>Comments:</b>					
1.8.13	The Avenue includes provisions to integrate public meeting facilities and other community services with retail and other high activity uses.	X		4.4	
<b>Comments:</b>					
1.8.14	The design of internal local streets emphasizes pedestrian activity (15' plus width sidewalks) and reduces traffic speed using such techniques as reduced width, angled parking, landscaped “pullouts”/ chokers, or traffic circles.		X	4.1.3	
<b>Comments:</b>	<i>The Avenue includes a streetscape for internal streets with a minimum 18 foot wide parkway and with 11 feet of feet of landscaped area and a 31 foot wide parkway with a 6 foot wide sidewalk and a 10 foot wide multi-use path on one side.</i>				
1.8.15	The Avenue includes provisions to establish clearly defined “entries” to the Town Center, including the use of signage, art (banners, sculptures, etc.) landscape, fountains, lighting, building massing, and other techniques.				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for “Town Center” uses.</i>				

Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.8.16	The Avenue establishes pedestrian, bicycle, greenways, and other corridors that link the Town Center with adjacent “Residential Neighborhoods” and, if developed, educational campus.				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for Town Center uses.</i>				
<b>1.9 Regional Centers</b>					
1.9.1	The Avenue accommodates regional serving retail commercial, professional offices, entertainment, dining, hotel/motel, conference facilities, hospitals and supporting medical offices, research laboratories, and facilities, financial institutions, sports stadiums/arenas and facilities, and similar uses.				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for Regional Center uses.</i>				
1.9.2	The Avenue accommodates multi-family housing, mixed uses that incorporate housing and retail/offices, and live/work facilities that is integrated with other regional serving uses.				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for Regional Center uses.</i>				
1.9.3	The Avenue encourages the inclusion of community meeting rooms, day-care, and other public facilities.				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for Regional Center uses.</i>				
1.9.4	The Avenue accommodates buildings at a height of 1 to 3 stories, with 4 stories allowed for mixed use structures. This would accommodate a maximum floor area ratio of 0.5:1 for commercial/office uses and 2.0:1 for mixed use buildings. Sports stadium/arena, hotel/conference facilities, and other “specialty” uses may require additional height.				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for Regional Center uses.</i>				
1.9.5	The Avenue accommodates free-standing multi-family residential uses at an overall average density of 18 units per gross acre.				X

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Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<p>1.9.6 The Avenue includes provisions to integrate development of individual parcels to create a cohesive center, which considers the (see <b>Figure 3-16, SOI General Plan</b>):</p> <ul style="list-style-type: none"> <li>• development of sidewalks, plazas, and other public spaces around which individual buildings and businesses are grouped and incorporate pedestrian oriented amenities (benches, public art, fountains, pedestrian scaled lighting and signage, and similar);</li> <li>• inclusion of one or more public “square” to serve as a gathering place for public activity and events;</li> <li>• use of modulated building volumes, masses, and heights and articulated facades to create the sense of individual businesses, rather than undifferentiated “boxes”;</li> <li>• integration of consistent and well-designed building and public signage;</li> <li>• siting of a portion of buildings on the site’s peripheral streets to provide identity and connectivity with adjacent uses;</li> <li>• inclusion of sidewalks of sufficient width to accommodate pedestrian activity and outdoor restaurants, news stands, and other uses;</li> <li>• opening of the street and sidewalk/plaza facing building elevations to promote visual interest and pedestrian activity (extensive windows, clearly defined entries, and so on);</li> <li>• extensive use of landscape to enhance the environmental character; and</li> <li>• design of parking structures to be visually integrated with and continue the principal design character of commercial buildings.</li> </ul>				
<b>Comments:</b>	The NMC General Plan does not designate The Avenue for Regional Center uses.			
1.9.8 The Avenue includes provisions to link Regional Centers with surrounding residential neighborhoods and centers through the street and highway network, distinctively paved pedestrian walkways and crosswalks, common “palette” of street trees and landscape and street furniture, well designed signage, and similar elements.				X
<b>Comments:</b>	The NMC General Plan does not designate The Avenue for Regional Center uses.			

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>1.10 Community Centers</b>				
1.10.1 The Avenue accommodates large scale retail commercial (e.g., garden supply, furniture warehouses, discount retail, “big box,” and similar uses), professional offices, entertainment, dining, hotel and conference facilities, and similar uses in areas designated as “Community Commercial” by the SOI General Plan.				X
<b>Comments:</b> <i>The NMC General Plan does not designate The Avenue for Community Center uses.</i>				
1.10.2 The Avenue accommodates multi-family housing and live/work facilities that are integrated with other region serving uses.				X
<b>Comments:</b> <i>The NMC General Plan does not designate The Avenue for Community Center uses.</i>				
1.10.3 The Avenue accommodates a community center of approximately 150,000 to 225,000 square feet of commercial uses for each 9,000 to 15,000 residents.				X
<b>Comments:</b> <i>The NMC General Plan does not designate The Avenue for Community Center uses.</i>				
1.10.4 The Avenue includes provisions limiting buildings to 1 to 2 stories and a maximum floor area ratio of 0.35:1 with surface parking.				X
<b>Comments:</b> <i>The NMC General Plan does not designate The Avenue for Community Center uses.</i>				
1.10.5 The Avenue includes provisions to accommodate free-standing residential uses at an overall average density of 18 units per gross acre.				X
<b>Comments:</b> <i>The NMC General Plan does not designate The Avenue for Community Center uses</i>				
1.10.6 The Avenue includes provisions to integrate development of individual parcels to create a cohesive center considering the design and development principles defined by Policy 1.9.6.				X
<b>Comments:</b> <i>The NMC General Plan does not designate The Avenue for Community Center uses</i>				

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Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.10.7 The Avenue includes provisions to site and design development of multi-family housing to convey a high level of visual quality in accordance with Policy 1.4.7.				X
Comments:	The NMC General Plan does not The Avenue for Community Center uses			
1.10.8 The Avenue includes provisions to link Community Centers with surrounding residential neighborhoods and centers through the street and highway network, distinctively paved pedestrian walkways and crosswalks, common “palette” of street trees and landscape and street furniture, well designed signage, and similar elements.				X
Comments:	The NMC General Plan does not designate The Avenue for Community Center uses			
1.11 Educational Campus				
1.11.1 The Avenue accommodates educational, administrative, academic, vocational, medical, research, athletic, student housing, services, cultural (library, museum, performance, etc.), and other supporting uses.				X
Comments:	The NMC General Plan does not designate The Avenue for educational campus uses.			
1.11.2 The Avenue includes research and educational uses that reflect the agricultural history of the Sphere of Influence and promotes water fowl habitat restoration and management.				X
Comments:	The NMC General Plan does not designate The Avenue for educational campus uses.			
1.11.3 The Avenue includes provisions for public meeting rooms, auditoriums, concert facilities, museums, libraries, and recreational facilities (e.g., sports fields) that are accessible to and serve adjacent residential neighborhoods.				X
Comments:	The NMC General Plan does not designate The Avenue for educational campus uses.			
1.11.4 The Avenue includes provisions to site and design development to convey a “campus” environment including the clustering of buildings on common plazas and courtyards, linkage of all areas by walkways, and extensive use of landscape.				X



Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
Comments:	The NMC General Plan does not designate The Avenue for educational campus uses.				
1.1.1.5	The Avenue includes provisions to site buildings and design the campus to promote continuity with the development fabric of the adjacent Town Center and business parks (e.g., continuity of a “Main Street” and overall street pattern, location of administrative offices as a visual terminus for the Town Center, continuity of greenways, etc.). Avoid the establishment of a isolated, “walled” environment.				X
Comments:	The NMC General Plan does not designate The Avenue for educational campus uses.				
1.1.1.6	The Avenue includes provisions for walkways, bicycle paths, greenways, and other elements that link the campus with surrounding uses.				X
Comments:	The NMC General Plan does not designate The Avenue for educational campus uses.				
1.12 Business and Industrial Parks					
1.1.2.1	The Avenue accommodates light manufacturing, research and development, technology development, medical, entertainment facilities and production, innovative technology production, and similar primary uses.				X
Comments:	The NMC General Plan does not designate The Avenue for business and industrial park uses.				
1.1.2.2	The Avenue accommodates limited supporting uses such as retail sales, product exhibition, galleries and arts exhibition, financial institutions, restaurants, health clubs, personal services, day-care, and professional offices.				X
Comments:	The NMC General Plan does not designate The Avenue for business and industrial park uses.				
1.1.2.3	The Avenue accommodates “high impact” entertainment and commercial recreation uses that are not suitable in commercial districts due to their noise, traffic, or other characteristics that may conflict with residential or commercial uses.				X
Comments:	The NMC General Plan does not designate The Avenue for business and industrial park uses.				

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.12.4	The Avenue accommodates live/work facilities for artists and professionals associated with other uses in the business park.				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for business and industrial park uses.</i>				
1.12.5	The Avenue discourages the development of extensive warehouse development.				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for business and industrial park uses.</i>				
1.12.6	The Avenue includes provisions limiting building heights at 1 to 3 stories and a maximum floor area ratio of 0.4:1.				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for business and industrial park uses.</i>				
1.12.7	<p>The Avenue includes site and design provisions to establish a cohesive and integrated district considering the following (see <b>Figure 3-19 of the SOI GPA</b>):</p> <ul style="list-style-type: none"> <li>development of a network of pedestrian walkways and plazas around buildings sited and concentrated to connect a site with abutting properties;</li> <li>location of parking to the rear of buildings fronting pedestrian plazas or in structures; inclusion of restaurants, retail shops, services, and other “high activity” uses in the ground floor of structures facing pedestrian areas;</li> <li>inclusion of restaurants, retail shops, services, and other “high activity” uses in the ground floor of structures facing pedestrian areas;</li> <li>inclusion of design elements that visually tie individual buildings and sites together such as walkways, trellises, arcades, landscape, signage, and lighting; and</li> <li>incorporation of monuments, signs, landscape, and other elements that clearly define entry points and activity locations.</li> </ul>				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for business and industrial park uses.</i>				

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.12.8 The Avenue includes site and design provisions requiring business and industrial park projects to convey visual interest and character considering: <ul style="list-style-type: none"><li>• modulation of building volumes, masses, and heights to reduce bulk;</li><li>• architectural treatment of all visible elevations;</li><li>• use of consistent and well-designed building and site signage; and</li><li>• incorporation of extensive landscape along street frontages, common open spaces, and parking lots.</li></ul>				X
Comments:	The NMC General Plan does not designate The Avenue for business and industrial park uses.			
1.13 Lake/Water Element				
1.13.1 The Avenue includes provisions for a lake and/or streams for visual and recreational use that are abutted by commercial, residential, and other appropriate uses.				X
Comments:	The NMC General Plan does not designate The Avenue for development of lakes, and/or streams and recreational uses.			
1.13.2 The Avenue includes provisions to site and design development to take advantage of lake views and access including the location of buildings to “open onto” the lake and/or streams—for example, the Town Center’s public plazas and outdoor restaurants should extend to the waterfront.				X
Comments:	The NMC General Plan does not designate The Avenue for development of lakes, and/or streams and recreational uses.			
1.13.2 The Avenue incorporates pedestrian walkways/promenades and public parks along the lake frontage.				X
Comments:	The NMC General Plan does not designate The Avenue for development of lakes, and/or streams and recreational uses.			
1.13.3 The Avenue provides visual “windows” to the lake from surrounding streets and public places.				X
Comments:	The NMC General Plan does not designate The Avenue for development of lakes, and/or streams and recreational uses.			

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Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.13.4 The Avenue links residential neighborhoods adjacent to the lake by a network of pedestrian walkways, greenways, and bike paths.				X
<b>Comments:</b> <i>The NMC General Plan does not designate The Avenue for development of lakes, and/or streams and recreational uses.</i>				
1.14.1 The Avenue includes provisions for one or more golf courses (minimum of 150 acres each) with supporting club houses, retail services, and overnight accommodations within “Residential Neighborhoods.”				X
<b>Comments:</b> <i>The NMC General Plan does not designate The Avenue for development of golf course uses.</i>				
<b>1.14    Golf Course(s)</b>				
1.14.2 The Avenue includes provisions for neighborhood-oriented facilities, such as public meeting rooms, within the club house.				X
<b>Comments:</b> <i>The NMC General Plan does not designate The Avenue for development of golf course uses.</i>				
1.14.3 The Avenue includes provisions for executive homes and other residential uses in concert with golf courses.				X
<b>Comments:</b> <i>The NMC General Plan does not designate The Avenue for development of golf course uses.</i>				
1.14.4 The Avenue integrates golf courses with surrounding residential neighborhoods, orienting supporting facilities and housing to the course.				X
<b>Comments:</b> <i>The NMC General Plan does not designate The Avenue for development of golf course uses.</i>				
1.14.5 The Avenue links adjacent residential neighborhoods to the golf course by a network of pedestrian walkways, greenways, and bike paths.				X
<b>Comments:</b> <i>The NMC General Plan does not designate The Avenue for development of golf course uses.</i>				
1.14.6 The Avenue incorporate ponds and streams that assist in flood control and, as appropriate, are linked to the lake.				X

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for development of lake uses.</i>			
1.14.7 The Avenue provides visual “windows” to the golf course(s) from surrounding streets and public places.				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for development of lake uses.</i>			
<b>1.15 Major Community Park - “Village Green”</b>				
1.15.1 Require that a minimum of 160 acres be designated by pertinent sub area 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.				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for development of Village Green uses.</i>			
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.	X			
<b>Comments:</b>	<i>The developers of The Avenue will contribute a fair share of Quimby Park Fees to help fund the Village Green development.</i>			
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.				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for development of the Village Green.</i>			
1.15.4 The Avenue uses 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 <b>Figure 3-17 of the SOI GPA</b> )				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for development of the Village Green.</i>			

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.15.5	The Avenue links residential neighborhoods adjacent to the “village green” by a network of pedestrian walkways, greenways, and bike paths.				X
Comments:	The NMC General Plan does not designate The Avenue for development of the Village Green.				
1.15.6	The Avenue incorporates ponds and streams as part of the “village green”, that are linked to the lake, as appropriate.				X
Comments:	The NMC General Plan does not designate The Avenue for development of the Village Green.				
1.16 Greenways and Open Spaces					
1.16.1	The Avenue includes provisions for greenway corridors containing pedestrian paths, bicycle trails, and other recreational/open space amenities.	X		3.1, 3.2	
Comments:					
1.16.2	The Avenue includes an area-wide greenway network that links all residential neighborhoods, activity centers, and amenities and directly connect to and abut parks and schools as nodes along its length.	X		3.1, 3.2	
Comments:					
1.16.3	The Avenue includes provisions for joint use of SCE easement-owned corridors, storm drainage, and other infrastructure rights-of-way for greenways, where feasible and compatible with the intended primary use.				X
Comments:	The Avenue utilizes easements and utility corridors for greenways independent of other uses.				
1.16.4	The Avenue includes provisions for joint use of SCE fee-owned rights-of-way for greenways, where feasible and compatible with SCE's secondary land use licensing program.				X
Comments:	The Avenue utilizes easements and utility corridors for greenways independent of other uses.				

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.16.5 The Avenue includes provisions for drainage channels to be designed 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.	X		3.1, 3.2	
Comments:				
1.16.6 The Avenue includes provisions for drainage detention basins to accommodate passive and active recreational uses during dry periods, locating these adjacent to and extending local park uses.				X
Comments:	The Avenue does not include the development of permanent detention basins.			
1.16.7 The Avenue includes provisions for principal roadways including Grove Avenue, Vineyard Avenue, Archibald Avenue, Haven Avenue, Euclid Avenue, Milliken Avenue, and Edison Avenue to be designed as “parkways” with expanded right-of-ways containing landscaped medians and frontages, pedestrian paths, and other elements.	X		3.2	
Comments:				
1.16.8 The Avenue incorporates extensive landscaping along street frontages in “urbanized” areas.	X		3.2	
Comments:				
1.16.9 The Avenue includes design provisions for 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.	X		3.2	
Comments:				
1.17 Electrical Energy Transmission Corridors				
1.17.1 The Avenue includes pedestrian and bicycle trails in electrical energy transmission corridors to link neighborhoods and districts.	X		3.2	

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Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>Comments:</b>				
1.17.2 The Avenue accommodates such uses as parking lots, storage, commercial recreation, nurseries, greenways/trails, and complementary and compatible uses in electrical energy transmission corridors in areas designated as “Neighborhood Centers,” “Community Commercial,” “Town Center,” and “Industrial/Business Parks” by the SOI General Plan.	X		3.1	
<b>Comments:</b>				
1.17.3 The Avenue accommodates 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.				X
<b>Comments:</b>	The NMC General Plan does not designate The Avenue for Village Park, lake, or other major open space/recreational amenities.			
1.17.4 The Avenue accommodates 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 Plan.	X		3.2	
<b>Comments:</b>				
1.17.5 The Avenue includes provisions for 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.	X		5.2	
<b>Comments:</b>				



Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
1.17.6 The Avenue includes provisions encouraging 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.				X
<b>Comments:</b> <i>The City of Ontario is the entity responsible for working with Southern California Edison regarding land use on SCE easements and fee owned lands.</i>				
<b>1.18 Phasing</b>				
1.18.1 The Avenue includes a phasing plan to ensure 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.	X			
<b>Comments:</b> <i>The developers of The Avenue and the City will enter into a Development Agreement as part of the project which will establish the timing and phasing of improvements and public facilities.</i>				
1.18.2 A fiscal impact analysis for the proposed Specific Plan has been prepared describing 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.	X			
<b>Comments:</b> <i>A fiscal impact analysis for The Avenue will be prepared by the City of Ontario if deemed appropriate.</i>				
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.	X			

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>Comments:</b>	<i>The developers of The Avenue and the City will enter into a Development Agreement as part of the project which will establish the timing and phasing of improvements and public facilities.</i>				
<b>2.1 Agriculture</b>					
2.1.1	The Avenue includes provisions recognizing 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.	X			
<b>Comments:</b>	<i>Per project EIR</i>				
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 <b>Appendix A, SOI GPA for a “Right to Farm”</b> Ordinance example. <b>City Initiated, not required for SP’s</b>				X
<b>Comments:</b>	<i>The City of Ontario is the responsible entity for adopting and enforcing provisions of a Right to Farm Ordinance.</i>				
2.2.1	The Avenue discourages 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.	X		3.1	
<b>Comments:</b>					
2.2.2	The Avenue encourages the infilling of development in previously urbanized areas or immediately adjacent to existing urban development as an alternative to isolated, “leapfrog” projects	X			
<b>Comments:</b>	<i>The Avenue conforms with the NMC Master Plan of development as described in the NMC General Plan Land Use Policy Map.</i>				

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
2.2.3 The Avenue discourages the premature parcelization of large holdings which are not infill or urban perimeter properties.				X
<b>Comments:</b>	<i>The Avenue conforms with the NMC Master Plan of development as described in the NMC General Plan Land Use Policy Map.</i>			
2.3.1 The Avenue includes provisions to limit premature introduction of urban uses into farming areas that may create the potential for conflict with continued agricultural use.				X
<b>Comments:</b>	<i>The Avenue conforms with the NMC Master Plan of development as described in the NMC General Plan Land Use Policy Map.</i>			
2.3.2 The Avenue includes a Transitional Roadway Plan that minimizes farm product transport/farm equipment conflicts with urban use related transport. Said plan includes the following: <ul style="list-style-type: none"> <li>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;</li> <li>prioritize those roads that will be first to convert to primarily serving urban uses; and</li> <li>roadway signage and markings to inform drivers that farm transport vehicles and machinery may be using the roads.</li> </ul>				X
<b>Comments:</b>	<i>The Avenue proposes a land use and circulation plan which allows for agricultural transport needs</i>			
2.3.3 The Avenue provides measures to prevent urban runoff flooding and silting from impacting agricultural operations.	X		3.3.3	
<b>Comments:</b>				
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.	X			
<b>Comments:</b>	<i>To be included in real estate package to residents.</i>			
2.3.5 The Avenue includes provisions to protect agricultural lands from trespass, theft, vandalism, roaming dogs, and comparable impacts from urban uses.	X		3.1	

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>Comments:</b>					
2.4.1	Oppose regulations that impact agricultural operations unless they are justified on the basis of sound environmental concerns.				X
<b>Comments:</b>		<i>The City of Ontario is the responsible entity for review and input on the types of regulations impacting agricultural operations</i>			
2.4.2	Assist farmers and agricultural landowners in their efforts to understand and abide by regulations and to process applications for permits and licenses.	X		3,4	
<b>3.1 Housing</b>					
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 (applies to entire 8,069 acre Sphere of Influence).				X
<b>Comments:</b>		<i>The City is the entity responsible for implementing housing policies.</i>			
3.1.2	Ensure that the densities and characteristics of residential projects fulfill the intent of applicable land use designations.	X		3.1	
<b>Comments:</b>					
3.2.1	The Avenue includes provisions for infrastructure needed to support anticipated residential development and ensures the proper integration of all services.	X		3.2, 3.3	
<b>Comments:</b>					
3.2.2	Maintain internal consistency among the General Plan's elements to provide the necessary services and infrastructure for urban development.				X
<b>Comments:</b>		<i>The City of Ontario is the responsible entity for maintaining consistency among the General Plan elements.</i>			

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
3.3.1 The Avenue allows flexibility in the type of units developed on vacant, residentially designated properties in master-planned communities and other planned developments.	X		4	
<b>Comments:</b>				
3.3.2 The Avenue includes a mix of housing types.	X		3.1	
<b>Comments:</b>				
3.3.3 The Avenue encourages the development of residential uses in association with compatible nonresidential uses (i.e. mixed-use).	X		3.1,4,5	
<b>Comments:</b>				
3.3.4 The Avenue provides housing opportunities for upper-income residents by designating sites in selected areas for large-lot development or sites adjacent to significant amenities.	X		3.1	
<b>Comments:</b>				
3.4.1 The Avenue includes comprehensive design guidelines and development standards ensuring 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).	X		4,5	
<b>Comments:</b>				
3.5.1 The Avenue includes provisions to integrate development with neighborhoods in a way that minimizes adverse impacts on privacy, noise levels, and traffic.	X		3.1,3,2,4, 5	
<b>Comments:</b>				
3.5.2 The Avenue includes provisions for physical design elements of development (e.g., scale, street and circulation design, architectural elements) to complement and respect that of surrounding residential neighborhoods.	X		3.2	

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
Comments:					
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.	X		3.2	
Comments:					
3.6 & 3.7 Affordable Housing					
3.6.1	Designate sufficient vacant land with maximum densities high enough to facilitate the development of housing affordable to lower-income households.				X
Comments:	The City is the entity responsible for implementing housing policies.				
3.7.1	The Avenue includes the provisions for affordable to very low, low, and moderate income households.	X			
Comments:	The Avenue will accommodate housing needs of moderate income households. The Development Agreement approved for The Avenue will include provisions for compliance with the City's required inclusionary housing programs				
3.7.2	The Avenue implements housing programs that comply with the State of California Housing and Community Development requirements, and ensures compliance and attainment of the regional housing need assessment "affordable" unit target.				X
Comments:	The City of Ontario is the entity responsible for implementing housing programs to comply with State housing policies and requirements.				
3.8 Housing for Special Needs					

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
3.8.1 The Avenue includes provisions for multi-family units specifically designed for the elderly 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).		X		
<b>Comments:</b>	The Avenue does not specifically identify units reserved for the elderly but does provide development areas suitable for this type of housing.			
3.8.2 The Avenue includes provisions for rental units specifically designed for students to be located near the educational campus area.				X
<b>Comments:</b>	The Avenue is not located near an educational campus.			
PART II INFRASTRUCTURE AND PUBLIC SERVICE				
5.1 Water Sources				
5.1.3 Require Specific Plans and large development projects to prepare a water system planning study.				X
<b>Comments:</b>	The Avenue complies with the City of Ontario Master Plan for Water for the NMC			
5.1.4 Consider requiring the planning and construction of a dual pipe system to supply reclaimed water throughout the Sphere of Influence.	X		3.3.1	
<b>Comments:</b>				
5.2.1 Require new development to construct and dedicate water supply facilities.	X		4	
<b>Comments:</b>				
5.2.2 Designate, preserve, and acquire land, as necessary, for water wells and storage facilities.	X		3.3.1	
<b>Comments:</b>				

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
5.3.1	The Avenue requires improvements to the water supply facilities necessitated by new development be borne by the new development benefiting from the improvements, either through the payment of fees, or the actual construction of the improvements.	X		3.3.1	
Comments:					
6.1 Wastewater System and Treatment					
6.1.1	Enable the planning for and construction of a wastewater system to support new development, as shown in Figure 4-11 of the SOI GPA.	X		3.3.2	
Comments:					
6.2.1	The Avenue requires new developments to connect to the sewer system.	X		3.3.2	
Comments:					
6.2.2	The Avenue includes provisions requiring that sewer capacity and facilities are available before building permits are issued for new development.	X		3.3.2 and 4	
Comments:					
6.3.1	The Avenue includes provisions requiring the costs of improvements to the existing wastewater collection 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.	X		4	
Comments:					
7.1 Storm Drainage and Flood Control					
7.1.2	Require Specific Plan and development projects to prepare a storm drainage planning study for the affected drainage area.				X
Comments:	The Avenue complies with the City of Ontario Master Plan of Drainage for the NMC.				



Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
7.1.4 Permit the joint use of detention basins for non-intensive recreational purposes, in accordance with City policy.				X
<b>Comments:</b> <i>The Avenue does not propose the use of permanent detention basins.</i>				
7.1.5 Require that the refined backbone infrastructure plan will be used in the development process to ensure that each project will construct adequate drainage facilities. A detailed drainage master plan must be in place and must have San Bernardino County Flood Control District concurrence prior to any major development approval.	X		4	
<b>Comments:</b>				
7.1.6 Strategically locate detention basins to mitigate downstream drainage concern as development occurs. Siting of these facilities will take into consideration potential impacts to flight paths of the crosswind runways of the Chino Airport. Detention basins shall be located as required to bring storm water flows to a safe and acceptable level downstream of Merrill Avenue. However, basins shall not be located within Referral Areas A and B and Safety Zones land II around the Chino Airport so as to prevent potentially significant wildlife hazards to aircraft operations.				X
<b>Comments:</b> <i>The Avenue does not propose the development of permanent detention basins.</i>				
7.1.7 The Avenue includes provisions requiring development plans to be consistent with and implement the Master Plan of drainage for the area as finally adopted.	X		3.3.3 & 4	
<b>Comments:</b>				
7.2.1 The Avenue requires new development to control surface run-off through onsite measures.	X			
<b>Comments:</b> <i>Per project EIR</i>				
7.2.2 The Avenue requires new development to construct and dedicate flood control and storm drainage facilities.	X		3 and 4	
<b>Comments:</b>				

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
7.2.3	Designate, preserve, and acquire land, as necessary, for storm drainage and flood control facilities.	X		3 and 4	
<b>Comments:</b>					
7.2.6	The Avenue requires developers of each proposed project to submit a final drainage plan for the City Engineer's review and approval.	X			
<b>Comments:</b>	<i>Per Tentative Tract Map approval.</i>				
7.2.8	The Avenue requires developers to recommend measures which ensure that all structures located within the boundaries of the Sphere of Influence, subject to flooding from 100-year storm events, are constructed on a pad of earth elevated at least one foot above 100-year flood elevations. The recommended measures must be approved, monitored, and enforced by the City Engineer.	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
7.2.9	The Avenue requires developers to provide evidence to the City Engineer that a National Pollutant Discharge Elimination System (NPDES) permit has been obtained from the State Water Resources Control Board (SWRCB) prior to moving construction equipment onto a Sphere of Influence site. Once obtained, the NPDES permit shall be retained on the construction site throughout the construction period, and a copy shall be filed with the City Engineer.	X			
<b>Comments:</b>	<i>Per Tentative Tract Map approval.</i>				
7.2.10	The Avenue includes provisions to ensure compliance with all the terms and conditions outlined in the National Pollutant Discharge Elimination System (NPDES) permit, including the implementation of Best Management Practices (BMPs).	X		3.3.3	
<b>Comments:</b>					

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
7.2.1.11 The Avenue includes provisions requiring developers to prepare a Storm Water Pollution Prevention Plan (SWPPP) for individual proposed projects prior to the issuance of grading permits. These plans shall be submitted to the City Engineer for review and comment prior to implementing any SWPPP provisions or starting any construction activity. A copy of the SWPPP shall be held by the construction contractor(s) on the construction site throughout development of each project. The City Engineer will monitor and enforce the provisions of the SWPPP.	X		3.3.3	
Comments:				
8.1 Schools				
8.1.2 The Avenue accommodates sufficient schools to meet School District criteria as shown in <b>Table 4-10 of the SOI GPA</b> . 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 sub area indicated in <b>Table 3-4 of the SOI GPA</b> . 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.	X		3.4.1	
Comments:				
8.1.3 Locate schools within a designated Neighborhood Center to the extent feasible, as illustrated in <b>Figures 3-8 and 3-9 of the SOI GPA</b> .	X		3.4.1	
Comments:				
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.	X		3.1	
Comments:				
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.				X

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Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
Comments:	The NMC General Plan does not designate The Avenue for development of libraries, auditoriums, and other similar facilities.			
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.	X	3.1	
Comments:				
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.			X
Comments:	The City of Ontario is the entity responsible for working with the school districts on school design.			
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.	X	4.4	
Comments:				
9.1 Police Protection				
9.1.3	The Avenue identifies appropriate sites for the construction of a police station within the neighborhood Centers, Town Center, or other activity nodes.			X
Comments:	The City has not identified a need for a police station within The Avenue area.			
9.1.4	The Avenue encourages consolidation of public facilities, thereby creating mini civic centers comprised of police stations, libraries, fire stations, schools, parks, and administrative offices, etc.			X
Comments:	The NMC General Plan does not designate The Avenue area for development of public facilities.			

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
9.2.1 The Avenue incorporates 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.	X		3.1,3.2	
<b>Comments:</b>				
9.2.2 The Avenue includes lighting provisions providing adequate exterior illumination to facilitate security surveillance around commercial, industrial, multi-family, and public structures.	X		4	
<b>Comments:</b>				
<b>10.1 Fire Protection and Emergency Medical Service</b>				
10.1.2 Require that a total of three fire stations be incorporated within the Neighborhood centers, Town center, or other activity nodes.				X
<b>Comments:</b>	<i>The City of Ontario has not identified a need for development of a fire station within The Avenue.</i>			
10.1.3 The Avenue encourages the consolidation of public facilities thereby creating mini civic centers comprised of police stations, libraries, fire stations, schools, parks, and administrative offices, etc.				X
<b>Comments:</b>	<i>The NMC General Plan has not designated The Avenue for development of public facilities.</i>			
<b>11.1 Circulation</b>				
11.1.1 The Avenue promotes the timely development of the backbone circulation plan, as shown in <b>Figure 4-14 - SOI GPA</b> that is phased and based on projected needs generated by the implementation of the SOIGPA Land Use Plan and the surrounding uses.	X		4	
<b>Comments:</b>				
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.	X		3.2	

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>Comments:</b>					
11.1.1.3 Implement hierarchy of roadways and roadway classifications, as shown in <b>Figure 4-15, Figure 4-16, and Figure 4-17 of the SOI GPA</b> , that provides for efficient movement of regional through traffic and also protects the residential neighborhoods from intrusion of through traffic.	X		3.2		
<b>Comments:</b>					
11.1.1.4 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.	X		3.2		
<b>Comments:</b>					
11.1.1.5 The Avenue establishes safe and efficient truck routes that minimize exposure to noise sensitive land uses and reduce other adverse impacts to adjacent land uses, (see <b>Figure 4-18 – SOI GPA.</b> )	X		3.2		
<b>Comments:</b>					
11.1.1.6 The Avenue 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.					X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for development of regional traffic serving facilities.</i>				
11.1.1.7 The Avenue identifies 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.					X
<b>Comments:</b>	<i>The City of Ontario is the entity responsible for ITS.</i>				

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
11.1.1.8 The Avenue incorporates 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.	X		3.2	
<b>Comments:</b>				
11.1.1.9 The Avenue augments and implements the comprehensive Citywide Traffic Model within the Sphere of Influence area to reflect the Sphere of Influence land uses and the proposed circulation system.	X			
<b>Comments:</b> <i>Per project EIR</i>				
11.1.2.1 The Avenue maintains a level of service not to exceed LOS D for collector and arterial roadways.	X			
<b>Comments:</b> <i>Per project EIR</i>				
11.1.2.2 The Avenue maintains a peak period level of service not to exceed LOS D for residential streets.	X			
<b>Comments:</b> <i>Per project EIR</i>				
11.1.2.3 The Avenue maintains a peak period level of service not to exceed LOS C for residential streets.	X			
<b>Comments:</b> <i>Per project EIR</i>				
11.1.3.1 Coordinate with Riverside County and Caltrans to ensure the timely design and implementation of the Galena Interchange on the I-15 Freeway.				X
<b>Comments:</b> <i>The City of Ontario is the entity responsible for coordinating with Riverside County and Caltrans on transportation design and implementation.</i>				
11.1.3.2 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.				X

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>Comments:</b>	<i>The City of Ontario is the entity responsible for coordinating with Riverside County and Caltrans on transportation design and implementation.</i>				
11.3.3	Actively support the County of San Bernardino's Congestion Management Plan.				X
<b>Comments:</b>	<i>The City of Ontario is the entity responsible for coordinating with San Bernardino on the County Congestion Management Plan.</i>				
11.3.4	Support and implement locally applicable portions of the Regional Mobility Plan and Air Quality Management Plan.				X
<b>Comments:</b>	<i>The City of Ontario is the entity responsible for implementing portions of the Regional Mobility Plan and Air Quality Management Plan.</i>				
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.				X
<b>Comments:</b>	<i>The City of Ontario is the entity responsible for coordinating the development of the NMC circulation plan with adjacent jurisdictions.</i>				
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.				X
<b>Comments:</b>	<i>The City of Ontario is the entity responsible for approving Specific Plans within the NMC</i>				



Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
11.3.7	<p>The Avenue includes a separate traffic and circulation studies to:</p> <ul style="list-style-type: none"> <li>Assess internal circulation system need and to develop a traffic circulation plan for the Specific Plan area;</li> <li>Identify regional transportation infrastructure connectivity requirements; and</li> <li>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.</li> </ul>	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
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.				X
<b>Comments:</b>	The City of Ontario is the entity responsible for the circulation of special studies to neighboring jurisdictions.				

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
11.3.9	For the following arterial segments outside the Sphere of Influence: <ul style="list-style-type: none"> <li>Euclid Avenue – Riverside Drive to Philadelphia Street</li> <li>Grove Avenue – Saint Andrews Street to 4th Street</li> <li>Vineyard Avenue – Riverside Drive to Route 60</li> <li>Archibald Avenue - Riverside Drive to Philadelphia Street</li> <li>Haven Avenue – Creekside to Route 60; Mission Boulevard to Airport Drive</li> <li>Milliken Avenue – Riverside Drive to Mission Boulevard</li> </ul> Provide additional through-traffic lanes by: <ul style="list-style-type: none"> <li>widening the roads to accommodate the ultimate number of lanes designated in the General Plan;</li> <li>modifying functional classification for arterials to accommodate additional traffic lanes;</li> <li>restriping; and</li> <li>using parking restrictions and other measures, where feasible.</li> </ul>	X			
<b>Comments:</b>	<i>The EIR prepared for The Avenue will identify all street improvements required as part of the implementation of The Avenue.</i>				
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.	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
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.	X		3.2,4	
<b>Comments:</b>					

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
11.4.3 Require that development within the Sphere of Influence be consistent with the provisions of the County-wide Congestion Management Program.	X			
<b>Comments:</b> <i>Per project EIR.</i>				
11.4.4 The Avenue prohibits future development from providing backout driveways onto arterial roadways.	X		3.2,5	
<b>Comments:</b>				
11.4.5 The Avenue discourages future development from providing backout driveways onto collector roadways.	X		3.2	
<b>Comments:</b>				
11.4.6 The Avenue considers the use of alley ways (20 feet recommended width) to add flexibility to frontage designs and assist in the creation of more pedestrian oriented front areas.	X		3.2	
<b>Comments:</b>				
11.4.7 The Avenue promotes development of local street patterns that create and unify neighborhoods, rather than divide them, through the following means: <ul style="list-style-type: none"> <li>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</li> <li>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.</li> </ul>	X		3.2	
<b>Comments:</b>				

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
11.4.8	The Avenue includes measures requiring developers to provide all required onsite infrastructure and contribute their proportional share to offsite improvements. (I-30, I-31, and I-32)	X			
<b>Comments:</b>	<i>Per project development agreement and tentative tract maps.</i>				
11.4.9	The Avenue includes an impact fee system in order to offset the cost of transportation required by new development.	X			
<b>Comments:</b>	<i>Per NMC Impact Fee Program.</i>				
11.4.10	Consider whether it is appropriate to establish a transportation benefits district.				X
<b>Comments:</b>	<i>The City of Ontario has not identified the need for a transportation benefits district.</i>				
11.5.1	The Avenue includes 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.	X		3.2	
<b>Comments:</b>					
11.5.2	The Avenue Integrates 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.	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
11.5.3	The Avenue promotes a variety of transportation modes.	X		3.2	
<b>Comments:</b>					

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
11.5.4 The Avenue explores 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 Miliken Avenue and Euclid Avenue.				X
<b>Comments:</b> <i>The NMC General Plan does not designate The Avenue area for development of transit centers.</i>				
11.5.5 Analyze cost/benefit ratios in determining future publicly financed transportation improvements.				X
<b>Comments:</b> <i>The City will analyze the cost benefit ratios when determining future publicly financed transportation improvements.</i>				
11.5.6 Consult and coordinate with the various transit agencies in order to bring about improved transit service to the Sphere of Influence.				X
<b>Comments:</b> <i>The City of Ontario is the entity responsible for coordinating with the various transit agencies</i>				
11.5.7 Through coordination with transit agencies, The Avenue provides transit friendly design with the objective of maximizing the potential for transit use.				X
<b>Comments:</b> <i>The City of Ontario is the entity responsible for coordinating with the various transit agencies</i>				
11.5.8 The Avenue includes provisions requiring development to fund transit facilities, such as transit centers, bus shelters and turnouts, where feasible.	X		4	
<b>Comments:</b>				
11.5.9 The Avenue includes provisions requiring that development provide for transit-friendly features such as buildings located close to streets, bus amenities, etc.	X		4	
<b>Comments:</b>				
11.5.10 The Avenue encourages the development of connections with commuter rail stations in the vicinity of the Sphere of Influence.				X

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>Comments:</b>	<i>There are no commuter rail stations in the vicinity of The Avenue.</i>				
11.1.6.1	<i>The Avenue encourages 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>	X			
<b>Comments:</b>	<i>Bike racks will be installed in non-residential areas per City Development Code requirements.</i>				
11.1.6.2	<i>The Avenue supports national, state, and regional legislation directed at encouraging the use of carpools and vanpools.</i>	X			
<b>Comments:</b>	<i>Per conditions of approval of non-residential development plans.</i>				
11.1.6.3	<i>The Avenue encourages the establishment of Transportation Management Associations (TMAs) within the commercial and industrial areas of the Sphere of Influence.</i>				X
11.1.6.4	<i>The Avenue promotes 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>				X
<b>Comments:</b>	<i>The City of Ontario is the entity responsible for promoting alternative transportation modes and implementing TMAs within the NMC.</i>				
11.1.6.5	<i>The Avenue promotes ridesharing through publicity and provision of information to the public.</i>	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
11.1.6.6	<i>The Avenue encourages the preservation and development of freight and passenger/commuter rail that occur or would occur in the region.</i>				X
<b>Comments:</b>	<i>The City of Ontario is the entity responsible for encouraging preservation and development of rail systems.</i>				
11.1.6.7	<i>The Avenue encourages a telecommunications center within the planning area to reduce vehicle miles traveled.</i>				X
<b>Comments:</b>	<i>The City of Ontario is the entity responsible for encouraging telecommunications centers.</i>				

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
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.	X			
Comments:	Per project EIR.			
11.7.1 The Avenue requires parking to 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)	X		3.2	
Comments:				
11.7.2 The Avenue requires that sufficient and secure bicycle parking be provided in all parking areas.	X			
Comments:	Per Tentative Tract Map approvals.			
11.7.3 The Avenue promotes sharing of off-street parking facilities.	X		3.2	
Comments:				
PART III AESTHETIC, CULTURAL, OPEN SPACE & RECREATIONAL RESOURCES				
12.1 Parks & Open Space				
12.1.1 Provide a minimum 509 acres of parkland consisting of a mix of mini, neighborhood, community and "village green" facilities to achieve a standard of 5 acres of parkland per 1,000 residents. The actual park acreage may vary as a result of future modifications of the City standards.				X
Comments:	The developers of The Avenue area will contribute fair share Quimby fees toward the provision of the Master Plan of parks.			

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Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<p>12.1.2 Update the Parks and Bike Trail Master Plan to provide specific criteria and guidelines for the siting, design and programming of parks and recreational facilities. Consider the following when creating the criteria for acquiring or receiving dedicated parkland:</p> <ul style="list-style-type: none"> <li>The usability of proposed parklands and the ease of accessibility for future users; and</li> <li>Balance of passive and active recreational opportunities and facilities designed to meet the existing and future needs of all user groups.</li> </ul>				X
<b>Comments:</b>	<i>The City of Ontario is the entity responsible for updating the Parks and Bike Trail Master Plan.</i>			
<p>12.1.3 The Avenue incorporate a comprehensive and unified parks and recreation plan that:</p> <ul style="list-style-type: none"> <li>identifies mini, neighborhood, and community park sites in accordance with the service standards and updated Parks and Bike Trail Master Plan criteria;</li> <li>integrates neighborhood parks with Neighborhood Centers and schools (see <b>Figure 5-2</b>);</li> <li>links parks by pedestrian greenway and bike trail networks (see <b>Figure 5-3</b>);</li> <li>incorporates passive and active recreational uses as specified in the Parks and Bike Trail Master Plan; and</li> <li>defines a park acquisition and improvement financing plan. (I-3 and I-34)</li> </ul>	X		3.1.2.4	
<b>Comments:</b>				
<p>12.1.4 The Avenue encourages:</p> <ul style="list-style-type: none"> <li>golf course site(s) be developed in the Sphere of Influence;</li> <li>school and park facilities be located in a manner that permits shared use of auditoriums, playing fields, and so on;</li> <li>public facilities (auditoriums, amphitheaters, day-care centers, public meeting rooms) be integrated into park design; and</li> <li>drainage channels be developed as an open space amenity. (I-3, I-7, and I-47)</li> </ul>		X	3.1	
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for development of golf courses, public facilities, drainage channels</i>			



Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
12.1.5 The Avenue requires Sub area 22 (Town Center) Specific Plan to locate park(s) and/or public open space along the lake, if the lake is developed.				X
<b>Comments:</b> <i>The Avenue is not located within Planning Subarea 22.</i>				
12.1.6 The Avenue requires that Sub area 16 and Sub area 17 Specific Plans identify sites for the development of a linear “village green” park. The Village Green will act as a recreational focal point serving the entire Sphere of Influence. The Village Green shall incorporate a diversity of passive and active uses including athletic fields, picnic areas, botanical gardens, museums, and performance venues.				X
<b>Comments:</b> <i>The Avenue is not located within Planning Subareas 16 and 17.</i>				
12.1.7 The Avenue requires that residential neighborhoods located next to a park provide pedestrian greenway and bike trails to the park.	X		3.1	
<b>Comments:</b>				
12.1.8 The Avenue encourages storm drainage detention basins to be designed to accommodate passive and active recreational uses during the dry periods (see <b>Figure 5-4 SOI GPA</b> ).				X
<b>Comments:</b> <i>The Avenue does not propose the development of storm drainage detention basins.</i>				
12.1.9 The Avenue requires the use of extensive landscaping along street frontages. Landscaping elements should include tree and plant specimens currently found within the Sphere of Influence. (I-7 and I-10)	X		3.2	
<b>Comments:</b>				
12.1.10 The Avenue requires the dedication and development of future community and neighborhood park sites before a significant proportion of the new population to be served by the park exists. (I-7 and I-10)	X		4	

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Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>Comments:</b>				
12.1.1.11 The Avenue requires that new multi-family residential developments of five or more units provide recreational or open space facilities onsite and contribute appropriate fees that aid in the public development of other facilities to offset additional demands generated by their resident population. (I-7 and I-10)	X		4 and 5	
<b>Comments:</b>				
12.1.1.12 The Avenue requires that large-scale commercial developments, such as the Town Center, Community Centers, Regional Centers, provide open space facilities within the development for passive or active recreation or contribute fees for the public development of such uses. (I-7 and I-10)				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for Town Center, Community Center, or Regional Center uses.</i>			
12.1.1.13 The Avenue encourages industrial and business parks to incorporate employee recreational facilities within their developments or contribute fees for the public development of such uses. (I-7 and I-10)				X
<b>Comments:</b>	<i>The NMC General Plan does not designate The Avenue for development of industrial or business park uses.</i>			
12.1.1.14 The Avenue encourages agricultural industry representatives and local university(ies) to provide educational and recreational programs that reflect the Sphere of Influence's agricultural history. (I-50)				X
<b>Comments:</b>	<i>The City of Ontario is the entity responsible for educational programs reflecting the agricultural history of the NMC.</i>			
13.1.1.1 The Avenue incorporates a comprehensive network of greenways, pedestrian paths, and bike trails (see <b>Figures 5-3 and 5-5 – SOI GPA</b> ), linking the Town Center, educational campus (if developed), Regional Centers, Community Commercial, Neighborhood Centers, "Village Green," neighborhood parks, and schools. (I-7 and I-10)				X

Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>Comments:</b>	<i>The Avenue is consistent with the land use plan described in the NMC General Plan for greenway, pedestrian paths, and bicycle trails within the boundaries of The Avenue.</i>				
13.1.1.2	Require developments to link their internal trail system with the surrounding Sphere of Influence network.	X		3.2	
<b>Comments:</b>					
13.1.1.3	The Avenue encourages infrastructure rights-of-ways or easements to be designed and developed to accommodate trails and bikeways where feasible and where compatible with the intended primary use. (I-47)	X		3.2	
<b>Comments:</b>					
13.1.1.4	The Avenue includes provisions providing for joint use of SCE easement-owned rights-of-way for trails and bikeways where feasible and compatible with the intended primary use. (I-10 and I-47)	X		3.1 and 3.2	
<b>Comments:</b>					
13.1.1.5	The Avenue includes provisions providing for joint use SCE's fee-owned rights-of-way for trails and bikeways where feasible and compatible with SCE's secondary land use licensing program. (I-10 and I-47)				X
<b>Comments:</b>	<i>The Avenue does not propose any uses which would require joint use of SCE rights of way or easements.</i>				
13.1.1.6	Work with the surrounding jurisdictions to ensure trail connections between the Sphere of Influence and other regional recreational destinations or amenities. (I-51)				X
<b>Comments:</b>	<i>The City is the entity responsible for working with surrounding jurisdictions on trail connections.</i>				

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
14.1.1.1	The Avenue includes measures to extensively landscape Euclid Avenue, Grove Avenue, Vineyard Avenue, Archibald Avenue, Milliken Avenue, and Edison Avenue by the use of “enhanced parkways” with landscaped medians and rights-of-way (see <b>Figure 5-3 – SOI GPA</b> ). (I-7 and I-10)	X		3.2	
<b>Comments:</b>					
14.1.1.2	The Avenue requires that comprehensive street tree and landscape plans be established to uniquely identify parkways, neighborhoods, centers, and districts. (I-7)	X		3.2	
<b>Comments:</b>					
14.1.1.3	The Avenue requires that the landscaping within the public medians and rights-of-way as well as along the private developments’ street frontage is well designed and properly maintained, minimizes water usage, and maximizes visual continuity while permitting individual expression. (I-25)	X		3.2	
<b>Comments:</b>					
14.1.1.4	The Avenue requires that the individual developments transition their landscaping with the neighboring properties’ landscaping, thereby enhancing visual continuity along streets. (I-7)	X		5	
<b>Comments:</b>					
14.1.1.5	The Avenue requires that view corridors be provided from public places towards the San Gabriel Mountains, where possible. (I-7)	X		5	
<b>Comments:</b>					
<b>15.1 Historic and Cultural Resources</b>					
15.1.1.1	Validate the location of pending historical resources. (I-10)	X			

Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>Comments:</b>	<i>Per project EIR.</i>				
15.1.2	The Avenue includes provisions requiring all development projects, including infrastructure construction, to conduct Phase I surveys and resource investigations in accordance with CEQA requirements to determine if additional cultural, historic, or archaeological resources are located within their area. If the development project involves the use of federal funds, conduct the study in accordance with federal requirements. File all site records, survey reports, etc. with the San Bernardino County Museum Archaeological Information Center. (I-10)	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
15.1.3	The Avenue includes provisions requiring all development projects to conduct Phase II evaluation studies (for archaeological resources and standing structures in accordance with CEQA requirements) if necessitated by the Phase I studies' findings. If the development project will involve the use of federal funds, conduct the study in accordance with federal requirements. File all site records, survey reports, etc. with the San Bernardino County Museum Archaeological Information Center. (I-10)	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
15.1.4	The Avenue includes provisions requiring development projects to propose avoidance or preservation plans for any archaeological or historic site, as necessary. (I-10)	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
15.1.5	The Avenue includes provisions require new development to be compatible with adjacent archaeological sites or historical structures in terms of buffering, scale, massing, and building materials, as necessary. (I-10)	X			
<b>Comments:</b>	<i>Per project EIR.</i>				

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
15.1.6	Conduct an intensive archaeological field survey under the supervision of a Society of Professional Archaeologists (S.O.P.A.) certified archaeologist for each proposed project not previously surveyed within the past ten years. A technical report following format and content guidelines proposed by the Office of Historic Preservation must be completed. (I-10)	X			
Comments:	Per project EIR.				
15.1.7	The Avenue includes provisions requiring that each project resulting in an adverse impact on a known significant resource prepare an appropriate planning approach to reduce the impact to a level of insignificance. (I-10)	X			
Comments:	Per project EIR.				
15.1.8	The Avenue includes provisions requiring that a qualified archaeologist be retained in order to monitor the grading, identify any cultural resources that may be exposed, complete a preliminary evaluation of the resource, and recommend appropriate resource management for the treatment of the resource. (I-10)	X			
Comments:	Per project EIR.				
16.1 Libraries					
16.1.1	The Avenue includes provisions requiring that library site(s) be developed within the Neighborhood Centers and Town Centers, and near transit facilities, bike paths, and pedestrian paths. (I-7)				X
Comments:	The NMC General Plan does not designate The Avenue for development of library sites.				
16.1.2	The Avenue encourages consolidation of public facilities thereby creating “mini civic centers” comprised of police station(s), library(ies), fire stations, schools, parks, and administrative offices, etc. (I-7)				X
Comments:	The NMC General Plan does not designate The Avenue for development of “mini civic centers.”				

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
16.1.3 Construct a minimum of 61,107 square feet library facilities in order to provide the estimated 101,845 Sphere of Influence residents with adequate library facilities based on the City's current standard of 0.6 square feet per resident, or as modified to reflect technology. (I-10 and I-30)				X
<b>Comments:</b> <i>The NMC General Plan does not designate The Avenue for development of library facilities.</i>				
16.1.4 The Avenue encourages the installation of new technology including a fiber optic network for telecommunications. (I-22)	X		3.4	
<b>Comments:</b>				
16.1.5 The Avenue encourages the joint use of school libraries and public library facilities. (I-47)				X
<b>Comments:</b> <i>The school district will determine the need and requirements for development of joint use school libraries and public libraries.</i>				
<b>PART IV NATURAL RESOURCES</b>				
<b>17.1 Aggregate Resources</b>				
17.1.1 Identify the locations of aggregate resources and coordinate their location with the appropriate land use designations. (I-19 and I-23)	X			
<b>Comments:</b> <i>Per project EIR.</i>				
<b>18.1 Biological Resources</b>				
18.1.1 Work with and encourage the Army Corps of Engineers, Chino Basin SAPA, and County Flood Control to retain a minimum of 160 acres of surface water in the El Prado Basin. This water shall serve as the habitat mitigation for waterfowl to offset the discontinued use of State mandated dairy manure water retention basins. (I-36 and I-47)	X			
<b>Comments:</b> <i>Per project EIR.</i>				

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
18.1.2	Ensure that development projects proposed for areas that support and retain waterfowl and raptor habitat:	X			
	<ul style="list-style-type: none"> <li>incorporate fences, walls, vegetative cover, or other measures to buffer waterfowl areas from the built environment;</li> <li>locate and design roads and utilities in such a manner that they will not conflict or impact habitat areas; and</li> <li>permit only the following uses: <ul style="list-style-type: none"> <li>educational and research facilities (excluding buildings);</li> <li>passive (non-motorized, non-consumptive) recreation;</li> <li>trails on public land(s) if located outside of a undeveloped buffer zone;</li> <li>fish and wildlife management activities; and</li> <li>flood control projects where no other viable methods are available to protect the public safety. (I-7 and I-10)</li> </ul> </li> </ul>				
Comments:	Per project EIR.				



Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<p>18.1.3 The Avenue includes measures to ensure that development projects that incorporate onsite mitigation for the loss of existing waterfowl and raptor habitat:</p> <ul style="list-style-type: none"> <li>are reviewed by a City-approved biologist who conducts an onsite assessment to determine whether the mitigation is sufficient based upon the quality, location, or size of the area to be lost;</li> <li>include a Biological Assessment Report that addresses the proposed project's impact on state and federally listed and candidate plants and animals; California Department of Fish and Game Special Animals; waterfowl or raptor habitat and any other special interest species or communities identified in the General Plan Analyses of Existing Conditions and Trends Report, or those hereafter named by state or federal trustee agencies;</li> <li>assess project conformance to specific habitat objectives described above;</li> <li>identify mitigation measures necessary to eliminate significant adverse impacts to sensitive biological resources; and</li> <li>define a program for monitoring and evaluating the effectiveness of the specified mitigation measures. (I-7 and I-10)</li> </ul>	X			N/A
<p><b>Comments:</b> <i>Per project EIR.</i></p>				
18.1.4 Periodically update the Biological Habitat Map (see <b>Figure 6-5 – SOI GPA</b> ) and data base to maintain current information regarding waterfowl and raptor habitat. (I-6 and I-41)				X
<p><b>Comments:</b> <i>The City of Ontario is the entity responsible for the update of the Biological Habitat Map.</i></p>				
18.1.5 The Avenue includes sufficient technical data to enable an adequate assessment of the potential for impacts on biological resources. Such technical data shall include species lists, habitat use, acreage of habitat, and descriptions of any vegetation. (I-7 and I-10)	X			
<p><b>Comments:</b> <i>Per project EIR.</i></p>				

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
18.1.6	The Avenue assesses impacts on local biological resources and recommend appropriate mitigation measures, if necessary to account for specific development characteristics or site conditions that are not adequately addressed by the Sphere of Influence General Plan Environmental Impact Report. (I-7 and I-10)	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
18.1.7	The Avenue includes provisions encouraging development plans take all reasonable measures to avoid creating significant impacts. (I-7 and I-10)	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
18.1.8	The Avenue includes provisions encouraging development plans take all reasonable measures to avoid altering the biological integrity. Reasonable measures may include but are not limited to vegetative restoration, control of alien plants and animals, and use of landscaping buffers. (I-7 and I-10)	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
18.1.9	The Avenue includes provisions for enhancing the ponded areas adjacent to the flood control channel (i.e., planting native trees to serve as buffers). (I-36)	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
18.1.10	The Avenue includes provisions requiring dedicated open space easements as a condition of approval for development projects proposed adjacent to waterfowl and raptor habitat areas that are voluntarily retained in the Sphere of Influence. These open space easements shall assure that the biological habitats are buffered and protected from degradation and shall be used only for passive recreational/educational purposes. (I-7 and I-10)	X			
<b>Comments:</b>	<i>Per project EIR.</i>				

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<p>11.3.9 Ensure that development projects located adjacent to waterfowl or raptor habitat areas that are voluntarily retained in the Sphere of Influence:</p> <ul style="list-style-type: none"> <li>• Maintain a 100-foot buffer (minimum) from the edge of the habitat on the subject property;</li> <li>• maintain connection to other preserved habitats, where they exist; and</li> <li>• dedicate open space easements to the City, homeowner associations, or other responsible party. (I-7 and I-10)</li> </ul> <p><b>Comments:</b> <i>Per project EIR.</i></p>	X			
<p>18.1.12 Establish an onsite “Wildlife Habitat” or Waterfowl and Raptor Conservation Area (WRCA) in the areas adjacent to the Chino Basin Flood Control Ponds located to the south of Chino Avenue, west of Archibald Avenue, north of Scafer and east of Whispering Lakes Lane consisting of approximately 145 acres adjacent to the 85 acres of existing county-owned detention basins. (I-6) <i>Refer to p. 6-27, SOIGPA for complete discussion on the two approaches to establishing the WRCA.</i></p> <p><b>Comments:</b> <i>Per project EIR.</i></p>	X			
<b>18.2 Recovery of Delhi sands flower-loving fly</b>				
<p>18.2.1 Monitor the efforts of the Department of Fish and Wildlife to study the recovery of the Federally listed Delhi sands flower-loving fly. Assess the impacts of recovery recommendations for development in the Sphere of Influence. (I-5 and I-47)</p> <p><b>Comments:</b> <i>Per project EIR.</i></p>	X			

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Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<p>18.2.2 The City shall cooperate with the U.S. Fish and Wildlife Service in the following ways to mitigate potential impact to the DSFLF:</p> <ul style="list-style-type: none"> <li>cooperate with USFWS to ensure, through the Specific Plan Process, that potential recovery areas are appropriately mitigated;</li> <li>establish a standard for buffers for protecting DSFLF restoration areas, in cooperation with USFWS; and</li> <li>work with rights-of-way owners and USFWS to explore the possibility of creating DSFLF habitat within these undeveloped strips. (I-5 and I-47)</li> </ul>				X
<p><b>Comments:</b>    <i>The City of Ontario is the entity responsible for cooperating with U.S.F&amp;W. and DSFLF on habitat recovery, restoration, and development of new habitat areas.</i></p>				
<b>18.3 Increased public awareness of local biological resources</b>				
<p>18.3.1 Sponsor or co-sponsor “balanced” educational programs that:</p> <ul style="list-style-type: none"> <li>promote awareness of local biological resources;</li> <li>inform about protection and preservation programs;</li> <li>foster community attitudes and behaviors that help protect local plants and wildlife; and</li> <li>encourage community involvement in protection programs. (I-50)</li> </ul>				X
<p><b>Comments:</b>    <i>The City of Ontario is the entity responsible for biological protection educational programs.</i></p>				
<b>PART IV HAZARDS</b>				
<b>19.1 Geologic and Seismic Hazards</b>				
<p>19.1.1 The Avenue includes requirements to validate the presence of unstable soils, areas of liquefaction potential, unique geological features, and shallow water tables.</p>	X			
<p><b>Comments:</b>    <i>Per project EIR.</i></p>				
<p>19.2.1 Identifies the location and type of utilities within the area and identifies emergency procedures in case of breaks, rupture, or other disruption.</p>	X			

Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
Comments:	Per project EIR.				
19.2.2	Identifies the location and type of utilities within the area and identify emergency procedures in case of breaks, rupture, other disruption.	X			
Comments:	Per project EIR.				
19.3.1	Determine portions of the Sphere of Influence are subject to subsidence.	X			
Comments:	Per project EIR.				
19.3.2	Update planning (including setbacks requirements), building (including design considerations), grading, and engineering requirements, as necessary, to protect life and property located near potential subsidence and fissure zones.				X
Comments:	The City of Ontario is the entity responsible for updating planning and building codes and requirements.				
20.1 Protection from Fire Hazards					
20.1.1	Requires two viable points of ingress and egress from development projects.	X			
Comments:	Per project EIR.				
20.2.1	The Avenue includes procedures to ensure that manure storage practices are not conducive to the generation of fires due to spontaneous combustion.	X			
Comments:	Per project EIR.				
21.1 Dust, Wind and Blow Sand					
21.1.1	The Avenue requires that structures be sited and designed to prevent adverse funneling of wind onsite and on adjacent properties.	X			
Comments:	Per project EIR.				

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
21.2.1	The Avenue requires provisions to construction for adherence to Soil Erosion Control Area or City-mandated dust control programs.	X			
Comments:	Per project EIR.				
21.2.2	The Avenue requires that technical information and mitigation methods examples, regarding wind blown sand, available to the general public.	X			
Comments:	Per project EIR.				
21.2.3	The Avenue provides provisions to coordinate with other jurisdictions to maximize wind blown sand control planning.	X			
Comments:	Per project EIR.				
22.1 Soils					
22.1.1	The Avenue requires that geologic deposit technical information, erosion potential identification methods, and erosion control examples are made available to developers.	X			
Comments:	Per project EIR.				
22.1.2	The Avenue requires that soils engineering problem information, identification methods, and mitigation method examples are made available to developers.	X			
Comments:	Per project EIR.				
22.1.3	The Avenue includes provisions requiring proposed development projects to determine if the project would be located in or near areas with significant erosion potential or soil engineering problems. Require proposed project applications to include a detailed discussion regarding the types of soil and locations, erosion potential or soil engineering problems, and erosion control plans. Mitigation plans must address methods to be used during all phases of project development, implementation, and operation.	X			

Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
<b>Comments:</b>	<i>Per project EIR.</i>				
22.1.4	The Avenue requires establishment and implementation of a procedure to be used to evaluate the suitability of developer proposed erosion control methods.	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
22.1.5	The Avenue includes provisions requiring development applicants to certify that all deleterious materials, particularly organic residue from dairy, farming, or agricultural activity, have been removed, properly disposed, and will not impact the development during the project's life.	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
22.1.6	The Avenue requires creation (pulled together from existing materials) of a Grading and Geotechnical Investigation Standards manual that will be available to developers and consultants in order to ensure the minimum proper soils engineering and engineering geologic study for all sites where grading will occur. Together these standards and policies should effectively mandate proper studies before development approval, in which grading, foundations, and slope stability would be analyzed and any potential hazards identified. Mitigation of the potential hazards would occur through the proper application of recommendations arising from these studies. Topics shall include but not necessarily be limited to soils engineering and foundations, slope stability, erosion, liquefaction/dynamic settlement, shallow groundwater, and fault location/activity. This manual shall be available at the permit stage prior to initial feasibility and design studies in order to enhance (streamline) the development review and environmental review processes.	X			X
<b>Comments:</b>	<i>The City of Ontario is the entity responsible for preparation of a Grading and Geotechnical Investigation Standards manual.</i>				
22.2.1	Determine if the manure stockpiles have the potential to create a nuisance, structural, or groundwater contamination problems. If so, require proper mitigation.	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
23.1	<b>Hazardous Materials &amp; Waste</b>				

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
23.1.1.1	Require phase I Environmental Assessments for the presence of hazardous materials prior to the demolition of any buildings or the construction of new development on any properties within the Sphere of Influence. If hazardous materials are found, implement measures for their safe removal or containment, meeting applicable regulatory standards, prior to demolition of affected structures and/or construction on the affected areas.	X			
Comments:	Per project EIR.				
23.1.3	Require projects to comply with policies set forth in the City of Ontario General Plan regarding the handling, transporting, treating generating and storage of hazardous materials.	X			
Comments:	Per project EIR.				
24.1 Noise					
24.1.1	Monitor and update available data regarding the community's existing and projected ambient and stationary noise levels as show on <b>Figures 7-4 and 7-6 of the SOI GPA.</b>				X
Comments:	The City of Ontario is the entity responsible for monitoring and updating data on noise levels.				
24.2.1	Site housing, health care facilities, schools, libraries, religious facilities, and other “noise sensitive” land uses in areas where existing or future noise levels are below an Ldn of 60 (dB(A) exterior and an Ldn of 45 dB(A) interior limits.	X			
Comments:	Per project EIR.				
24.2.2	The Avenue permits the locations of commercial, industrial, and recreational uses in areas where the ambient noise levels exceed an Ldn of 60 dB(A), if they area able to reduce the interior noise levels to within the 45 dB(A) Ldn level.	X			
Comments:	Per project EIR.				



Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<p>24.2.3 The Avenue requires that</p> <ul style="list-style-type: none"> <li>Dining and other high noise-generating entertainment uses in commercial areas are not located directly adjacent to any residences, schools, health-care facilities, or other noise sensitive” land uses; and</li> <li>The entertainment and restaurant/bar uses’ outdoor dining areas, waiting areas, entries, and kitchens are located in such a manner that the noise levels emanating from these uses are not discernible from ambient noise levels at a distance of fifty (50) feet from the establishment in which it is being conducted or within ten (10) feet of any residence (whichever is more restrictive).</li> </ul>	X			
<b>Comments:</b> <i>Per project EIR.</i>				
<p>24.2.4 The Avenue requires that the facilities for active recreational uses that are likely to draw cheering crowds, elicit loud play, or have amplified game announcements (i.e., stadiums, soccer fields, tennis courts, basketball courts, etc) be located within the park’s interior and away from surrounding residential and “noise sensitive” uses.</p>	X			
<b>Comments:</b> <i>Per project EIR.</i>				
<p>24.2.5 The Avenue requires educational, recreational, commercial, and industrial land uses (including educational campuses, parks, stadiums, and public event facilities) be designed in such a manner that:</p> <ul style="list-style-type: none"> <li>Locate and orient vehicle access points away from residential and/or noise sensitive parcels.</li> <li>Locate loading and shipping facilities away from adjacent noise sensitive uses;</li> <li>Incorporate structural building materials that mitigate sound transmission;</li> <li>Minimize the use of outside speakers and amplifiers;</li> <li>Configure interior spaces to minimize sound amplification and transmission; and</li> <li>Incorporate fences, walls, landscaping and other noise buffers and barriers between incompatible uses, as appropriate.</li> </ul>	X			
<b>Comments:</b> <i>Per project EIR.</i>				

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Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
24.2.6 The Avenue requires mixed-use buildings: <ul style="list-style-type: none"><li>• Be constructed soundly to prevent adverse noise transmission between differing uses or tenants located in the same commercial structure and individual dwelling units in multi-family residential structures; and</li><li>• Designed for concurrent commercial and residential and uses to minimize to the greatest degree practicable (through design and construction techniques) the transfer or transmission of noise and vibration from the commercial land use to the residential land use,</li></ul>				X
Comments:	The NMC General Plan does not designate The Avenue Specific Plan for development of Mixed-Use Buildings.			

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<p>24.2.7 The Avenue requires that, prior to the issuance of grading permits, an Acoustical Analysis Report be submitted to the City Engineer by the project developer. The report shall:</p> <ul style="list-style-type: none"> <li>Describe the cumulative effect of road noise on surrounding land uses and recommend mitigation measures;</li> <li>describe in detail the interior and exterior noise levels for residential uses on the site and the specific design and mitigation features to ensure compliance with the City's noise criteria of 65 dB(A) CNEL for outdoor living areas and 45dB(A) CNEL in habitable rooms;</li> <li>specify the noise barriers' height, location, and types capable of achieving the desired mitigation affect; and</li> <li>identify those residential lots that may require mechanical ventilation to achieve interior noise standards. When the operable doors and windows are open for homes facing these roadways, the interior 45 dB(A) CNEL interior noise limit for these units may be exceeded. Therefore, a "windows closed" condition may be required for these units. Any proposed mechanical ventilation must meet the requirements of the Uniform Building Code (UBC) standard. It should be noted that the windows facing some roadways may be openable windows, but the homeowners would have the option to close the windows and still obtain adequate ventilation through the use of a mechanical ventilation system. This mechanical ventilation system shall supply two air changes per hour to each habitable room, including 20 percent (one-fifth) fresh make-up air obtained directly form the outdoors. The fresh air inlet duct shall be of sound attenuating construction and shall consist of a minimum of ten feet of straight or curved duct or six feet plus one sharp 90 degree bend. The City Engineer shall ensure that the Acoustical Analysis Report identifies any requirements for mechanical ventilation for individual onsite residential units. (I-7 and I-10)</li> </ul>	X			N/A
<p><b>Comments:</b> Per project EIR.</p>				

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Policy		Fully Complies	Partially Complies	S.P Sec. No.	N/A
24.2.8	The Avenue requires that all prospective owners and occupants of residential units be formally notified prior to purchase, lease, or rental, that certain units (without windows and doors closed), and outdoor areas could be subject to noise levels above City standards for residential uses. Such notification shall be in language approved by the City Planning Department, and shall be formalized in written Covenants, Conditions, and Restrictions (CC&Rs) recorded on the title of each residential lot in the project. In addition, each advertisement, solicitation, and sales brochure or other literature regarding the project shall contain the approved notification language. (I-7 and I-10)	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
24.2.9	The Avenue limits construction in the Sphere of Influence to the hours of 7:00 AM to 7:00 PM Monday through Saturday, and prohibited on Sundays and Federal holidays. (I-7 and I-10)	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
24.2.10	The Avenue requires all project construction vehicles or equipment, fixed or mobile, be equipped with properly operating and maintained muffler. (I-7 and I-10)	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
24.2.11	The Avenue requires that stockpiling and/or vehicle staging areas be located as far as practical from existing residential units on and off the project site. (I-7 and I-10)	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
24.2.12	The Avenue requires to, whenever feasible, schedule the noisiest construction operations to occur together to avoid continuing periods of the greatest annoyance. (I-7 and I-10)	X			
<b>Comments:</b>	<i>Per project EIR.</i>				
<b>25.1</b>	<b>Air Quality</b>				

Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<p>25.1.1.1 Continue to enforce the following:</p> <ul style="list-style-type: none"> <li>During all construction activities, construction contractors shall use low emission mobile construction equipment where feasible to reduce the release of undesirable emissions.</li> <li>During all construction activities, construction contractors shall encourage rideshare and transit programs for project construction personnel to reduce automobile emission.</li> <li>During all grading and site disturbance activities, construction contractors shall water active sites at least twice a day, and clean construction equipment in the morning and/or evening to reduce particulate emissions and fugitive dust.</li> <li>During all construction activities, construction contractors shall, as necessary, wash truck tires leaving the site to reduce the amount of particulate matter transferred to paved streets as required by SCAQMD Rule 403.</li> <li>During all construction activities, construction contractors shall sweep on and offsite streets if silt is carried to adjacent public thoroughfares, as determined by the City Engineer to reduce the amount of particulate matter on public streets.</li> <li>During all construction activities, construction contractors shall limit traffic speeds on all unpaved road surfaces to 15 miles per hour or less to reduce fugitive dust.</li> <li>During grading and all site disturbance activities, at the discretion of the City Planner, construction contractors shall suspend grading operations during first and second stage smog alerts to reduce fugitive dust.</li> <li>During grading and all site disturbance activities, at the discretion of the City Planner, construction contractors shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 miles per hour to reduce fugitive dust.</li> <li>During all construction activities, the construction contractors shall maintain construction equipment engines by keeping them tuned.</li> </ul>	X			N/A

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Policy	Fully Complies	Partially Complies	S.P Sec. No.	N/A
<ul style="list-style-type: none"> <li>During all construction activities, the construction contractors shall use low sulfur fuel for stationary construction equipment as required by AQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions.</li> <li>During all construction activities, the construction contractors shall use existing onsite electrical power sources to the maximum extent practicable. Where such power is not available, the Contractor shall use clean fuel generators during the early stages of construction to minimize or eliminate the use of portable generators and reduce the release of undesirable emissions.</li> <li>During all construction activities, the construction contractors shall use low emission, on site stationary equipment (e.g., clean fuels) to the maximum extent practicable to reduce emissions, as determined by the City Engineer.</li> <li>During all construction activities, the construction contractors, in conjunction with the City Engineer, shall locate construction parking to minimize traffic interference on local roads.</li> <li>During all construction activities, the construction contractors shall ensure that all trucks hauling dirt, sand, soil, or other loose materials are covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of the California Vehicle Code Section 23114 to reduce spilling of material on area roads. (I-14)</li> </ul>				
<b>Comments:</b> <i>Per project EIR.</i>				