

5. Environmental Analysis

5.10 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Ontario from implementation of the proposed Ontario Ranch Business Park Specific Plan (proposed project). The analysis in this section is based on the proposed land use designations described in Chapter 3, *Project Description*, and Chapter 4, Land Use & Development Standards, of the Ontario Ranch Business Park Specific Plan (Specific Plan). The proposed project, including the Specific Plan, has been evaluated for its consistency with relevant goals and policies in The Ontario Plan (TOP) and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other applicable sections of this DEIR.

5.10.1 Environmental Setting

5.10.1.1 REGULATORY BACKGROUND

Regional

Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's metropolitan planning organization, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives, as discussed below.

The proposed Specific Plan is considered a project of "regionwide significance" pursuant to the criteria in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the CEQA Guidelines. Therefore, this section addresses the proposed project's consistency with the applicable SCAG regional planning guidelines and policies.

5. Environmental Analysis

LAND USE AND PLANNING

Regional Transportation Plan/Sustainable Communities Strategy

On April 7, 2016, SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS), a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2016 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards. This long-range plan, required by the state of California and the federal government, is updated by SCAG every four years as demographic, economic, and policy circumstances change. The 2016 RTP/SCS is a living, evolving blueprint for the region’s future (SCAG 2016).

The City of Ontario is a member jurisdiction of the San Bernardino Council of Governments (SBCOG), and a participating agency in SCAG’s 2016 RTP/SCS.

Local

The Ontario Plan

The City of Ontario adopted The Ontario Plan (TOP) on January 27, 2010. TOP is the community’s blueprint for future development through 2035. The project site is made of 11 parcels total—6 are designated as General Commercial, 4 as Office Commercial, and 1 as Low-Medium Density (see Figure 4-2). The existing land use designations and descriptions are provided in Table 5.10-1.

Table 5.10-1 Existing TOP Land Use Designations

Land Use	Dwelling Units per Acre or Floor Area Ratio	Description of Land Use Designation
General Commercial	0.4 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office Commercial	0.75 FAR	An intense mixture of regional serving retail, service, tourist-serving, professional office, entertainment, dining, and supporting services uses that capitalize on strategic locations in Ontario. This designation also includes professional offices including financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse
Low-Medium Density	5.1 – 11 du/ac	Single/multi-family attached and detached residences including townhouses, stacked flats, courtyard homes, stacked flats, and small lot single-family subdivisions.

Source: The Ontario Plan, Table LU-2, Land Use Designation Summary Table, Amended March 2017
FAR = floor area ratio

City of Ontario Development Code

The City of Ontario Development Code is designed to promote and protect the public health, safety, and general welfare in the community. Development Code Chapter 5, Zoning and Land Use, establishes zoning designations and development standards to regulate orderly development. The project site is zoned as Specific Plan (SP) District with an Agriculture (AG) Overlay. The SP zoning district was established to accommodate the adoption of Specific Plans pursuant to the Development Code and consistent with all land use designations

5. Environmental Analysis LAND USE AND PLANNING

of the Policy Plan component of the TOP. The AG Overlay District is established to accommodate the continuation of agricultural uses within the City until it is developed as per the Policy Plan component of the TOP and the underlying zoning district. The intent of the AG Overlay District is to permit continued agricultural use of properties or to establish general agricultural uses appropriate for areas of concentrated agricultural uses.

Ontario International Airport Land Use Compatibility Plan

The project site is within the Ontario Airport Influence Area. The Ontario International Airport Land Use Compatibility Plan was adopted on April 19, 2011 by the Ontario City Council to promote compatibility with surrounding land uses. The Plan provides guidance to local jurisdictions that may be affected by Ontario International Airport and the objective of the Plan is to avoid future compatibility conflicts.

Chino Airport Land Use Compatibility Plan

The project site is within the Chino Airport Influence Area. The Chino Airport is located just south of the project site across Merrill Avenue. The Chino Airport has adopted its own Airport Comprehensive Land Use Plan (ACLUP). The purpose of the ACLUP is to promote peaceful and safe coexistence with the airport's surrounding communities and to identify areas that would be influenced by future airport operations. The ACLUP is intended to:

- Provide for the orderly development of the public use airport and the area surrounding to promote the overall goals and objectives of the California airport noise and to prevent the creation of new noise and safety problems;
- Protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas surrounding the airport.

5.10.1.2 EXISTING CONDITIONS

As described in Section 4.3.1, *Location and Land Use*, the project site is currently an operational dairy farm with two on-site single-family homes, a dairy barn, a storage structure, numerous livestock corrals and feed storage barns with large retention ponds collecting waste from dairy farm operations. Other parts of the existing site are utilized for farming crops.

5.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LU-1 Physically divide an established community.
- LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5. Environmental Analysis

LAND USE AND PLANNING

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold LU-1

This impact will not be addressed in the following analysis.

5.10.3 Environmental Impacts

5.10.3.1 METHODOLOGY

This analysis analyzes the proposed project's consistency with regional and local plans, policies and regulations for the purposes of avoiding or mitigating an environmental effect. Specifically, the proposed project was analyzed with respect to the applicable regional planning guidelines and strategies of SCAG's RTP/SCS and the TOP.

5.10.3.2 IMPACT ANALYSIS

The following impact analysis addresses one threshold of significance for which the Initial Study disclosed as a potentially significant impact. The applicable thresholds is identified in brackets after the impact statement.

Impact 5.10-1: The proposed project would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

Impact Analysis: The proposed project consists of a General Plan Amendment, Specific Plan, Development Plan Review, Tentative Parcel Maps, and a Development Agreement to allow for development of an industrial and business park on eleven parcels covering 85.6 acres in the City of Ontario. The development would include eight warehouse buildings ranging from 46,900 square feet (sf) to 618,353 sf, totaling a maximum development of 1,905,027 SF of warehouse and office uses. Office uses are ancillary to the warehouses and occupy up to 236,000 sf spread across the eight buildings.

The General Plan Amendment would change one parcel of the eleven parcels from General Commercial, Office Commercial and Low-Medium Density Residential to Business Park and Industrial land uses. The Specific Plan would provide zoning regulation for development of the project site by establishing permitted land use, development standards, infrastructure requirements and implementation requirements for the development. A specific plan is required by the City in order to comprehensively plan for development of the project site. Implementation of the proposed project would achieve the intent of the Policy Plan and The Ontario Plan (TOP) for the project site.

- **BP (Business Park) Zoning District:** The BP zoning district accommodates industrial-serving commercial, low intensity office uses, and light industrial uses. Development within this district is typically multi-tenant in nature; however, single-tenant buildings are not precluded. Permitted uses include construction uses; manufacturing uses; wholesale trade uses; health care and social assistance uses; commercial uses; and warehousing uses. Please refer to Table 4.1, Allowable Uses, of the Specific Plan for

5. Environmental Analysis LAND USE AND PLANNING

a comprehensive table of permitted, conditionally permitted and administratively permitted uses within the project site.

- IG (Industrial - General) Zoning District:** The IG zoning district accommodates storage and warehousing uses located in larger buildings on larger sites. Uses may include ecommerce, high cube warehouses, or distribution. A wide range of manufacturing and assembly uses are also permitted in this district. Permitted uses include agricultural uses; construction uses; wholesale trade uses; commercial uses; and warehousing uses. Please refer to Table 4.1, Allowable Uses, of the Specific Plan for a comprehensive table of permitted, conditionally permitted and administratively permitted uses within the project site.

Below is an evaluation of the project’s consistency with applicable plans and policies that have been adopted for the purpose of avoiding or mitigating an environmental effect.

Southern California Association of Governments RTP/SCS Compatibility

The proposed project is considered a project of regionwide significance pursuant to the criteria outlined in SCAG’s *Intergovernmental Review Procedures Handbook* (November 1995) and CEQA Guidelines Section 15206, because it would involve a net increase of over 500,000 square feet of business establishment. Therefore, a consistency analysis with the applicable regional planning guidelines and strategies of SCAG’s RTP/SCS is required. Table 5.10-2 provides an assessment of the project’s consistency with the 2016-2040 SCAG RTP/SCS goals. The RTP/SCS goals are directed toward transit, transportation and mobility, and protection of the environment and health of residents. Consistency with SCAG population growth projections is addressed separately in Section 5.12, *Population and Housing*. The consistency analysis below focuses on the broad, policy-oriented goals of the 2016–2040 RTP/SCS to determine consistency between the two plans.

Table 5.10-2 Consistency with SCAG’s 2016–2040 RTP/SCS Goals

RTP/SCS Goal	Project Compliance
RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness.	Consistent: The Specific Plan’s objective is to create an economic engine to drive future growth in Ontario Ranch, spur infrastructure improvements in the area, and implement the Specific Plan vision. The proposed project would allow for the development of urban uses on currently underutilized land. The proposed project’s fiscal impact analysis substantiates its economic benefit to the City and the region.
RTP/SCS G2: Maximize mobility and accessibility for all people and goods in the region.	Consistent: Implementation would facilitate the construction of roads and other major infrastructure investments that will ensure that mobility accessibility for people and goods would be maximized. The Specific Plan would also expand Ontario’s industrial uses in proximity to local airports and regional transportation networks. The vehicular and pedestrian improvements called for in the Specific Plan would be implemented and maintained to meet the needs of employees and guests.
RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region.	Consistent: All modes of public and commercial transit throughout the project area would be required to follow safety standards set by state, regional, and local regulatory documents. For example, sidewalks must follow precautions established in Development Code. The proposed Specific Plan would preserve and ensure access to the local public

5. Environmental Analysis

LAND USE AND PLANNING

Table 5.10-2 Consistency with SCAG's 2016–2040 RTP/SCS Goals

RTP/SCS Goal	Project Compliance
	transportation near the project site, including bus routes near Eucalyptus Avenue and Euclid Avenue.
RTP/SCS G4: Preserve and ensure a sustainable regional transportation system	A TIA was prepared for the proposed project to assesses all potentially affected roadways and identify required improvements to the existing transportation network. The project would be required to construct improvements, and/or would offset its incremental transportation system impacts through payment of fair share transportation fees. Project construction of required improvements and payment of transportation/traffic impact fees preserves and maintains sustainable local and regional transportation systems (see Section 5.14, <i>Transportation</i>).
RTP/SCS G5: Maximize the productivity of our transportation system.	Consistent: Under the project, local and area-serving transportation systems would be improved and maintained to maximize their efficiency and productivity. The City oversees the improvement and maintenance of all aspects of the public right-of-way on an as-needed basis.
RTP/SCS G6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent: Air quality impacts are addressed in Section 5.2 of this DEIR. The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the existing and proposed alternative transportation modes, sustainable building and landscaping design techniques, and other best management practices for structures and non-structures. In addition, the Specific Plan is within walking distance of the Eucalyptus and Euclid Omnitrans bus route 83. Omnitrans bus route 83 directly connects the site to the cities of Chino and Upland and to several stops in Ontario as well as the Chino Transit Center and Ontario Civic Center Transfer Station.
RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible.	Consistent: In the proposed Specific Plan, Chapter 5.8 Sustainable Design Strategies in Design Guidelines provides the following strategies for energy efficiency and sustainability: <ul style="list-style-type: none"> • Design and construct energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption. • Employ passive design including skylights, building orientation, landscaping, and strategic colors to improve building energy performance. • Reduce the heat island effect by providing shade structures and trees that produce large canopies. In addition, choose roof and paving materials that possess a high level of solar reflectivity (cool roofs). • Use recycled and other environmentally friendly building materials wherever possible. • Incorporate skylights into at least two percent of warehouse/distribution building roof area to provide natural light and reduce electric lighting demand. • Use energy efficient LED (or similar) products. • Provide interior or exterior bicycle storage consistent with the California Green Building Standards Code. • Use drought tolerant landscaping with drip irrigation and include plantings such as trees, shrubs, groundcovers and/or vines. Optional

5. Environmental Analysis
LAND USE AND PLANNING

Table 5.10-2 Consistency with SCAG's 2016–2040 RTP/SCS Goals

RTP/SCS Goal	Project Compliance
	<p>amenities include benches, trellises, thematic fencing, and decorative walkways.</p> <ul style="list-style-type: none"> • Employ high performance dual pane window glazing in office storefronts. <p>Implementation of Mitigation Measures GHG-1, GHG-2, and GHG-3, require the project to provide preferential parking for fuel efficient vehicles, electric vehicle charging stations, and be designed to achieve at least 100 points on the City's GHG Screening Threshold Table, as set forth in DEIR Section 5.7, <i>Greenhouse Gas Emissions</i>, would also be consistent with Goal G7.</p>
<p>RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and active transportation.</p>	<p>Consistent: The Specific Plan requires new development to provide transit facilities such as bus shelters, transit bays and turn outs as needed. The City of Ontario is coordinating with regional transit agencies to implement Bus Rapid Transit service to target destinations along corridors, including Euclid Avenue on the western boundary of the Specific Plan.</p>
<p>RTP/SCS G9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p>Not Applicable: This is not a project-specific goal and is therefore not applicable.</p>

Source: SCAG 2016.

The Ontario Plan Compatibility

A detailed analysis of the project's consistency with Citywide goals in the TOP is provided in Table 5.10-3. Because CEQA Threshold LU-2 emphasizes consistency with land use goals "adopted for the purpose of avoiding or mitigating an environmental effect," Table 5.10-3 focuses on consistency with the City's General Plan Elements that address environmental issues. Goals and policies that do not address environmental effects or are not applicable to the project are not addressed below.

5. Environmental Analysis

LAND USE AND PLANNING

Table 5.10-3 Consistency with the City of Ontario General Plan (TOP)

General Plan Goals/Policies	Project Compliance
Land Use Element	
Goal Land Use 1: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.	
<p>LU1-1: <i>Strategic Growth.</i> We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, and foster the development of transit.</p>	<p>Policy LU1-1 acts to avoid or reduce environmental impacts by minimizing requirements to construct new infrastructure, and by promoting use of transit, thereby generally reducing vehicle miles traveled (VMT) within the region. This Policy reduces resources consumption, transportation system impacts, air pollutant emissions impacts, and GHG emissions impacts.</p> <p>Consistent: The proposed Ontario Ranch Business Park Specific Plan includes a mixture of Industrial and Business Park uses on a site primarily occupied by agricultural and vacant land since 1930's or earlier. As agricultural land is in decline in the San Bernardino County region, the implementation of Industrial and Business Park uses under the Specific Plan would promote the highest and best use of the subject site.</p> <p>The location of the project takes advantage of existing access provided by the City's roadway network and would be consistent with the City of Ontario's Roadway Classification System. Complementing access provided by the existing roadway network, the project would implement those near-term access and roadway improvements the City considers necessary to support current and future area traffic volumes (please refer to EIR Section 3.0, <i>Project Description</i>, 3.4.1.2, Ontario Ranch Business Park Specific Plan under Circulation Plan).</p> <p>The City would also collect Project Development Impact Fees (DIF) and Fair Share fees that would be assigned to roadway improvements necessary to ensure long-term adequacy of the area transportation system.</p> <p>Further, the proposed Specific Plan would utilize and upgrade, as needed, other utility infrastructure systems that would serve the ultimate uses proposed for the Specific Plan area.</p> <p>Development plans, development standards and design guidelines implemented pursuant to the proposed Ontario Ranch Business Park Specific Plan would implement the goals and policies of the TOP that would ultimately establish a project identity that would illustrate distinctive characteristics of the two land use plan zoning districts while demonstrating high quality development complementary of adjacent land uses. Therefore, the project is consistent with Policy LU1-1.</p>
<p>LU1-2: <i>Sustainable Community Strategy.</i> We integrate state, regional and local Sustainable Community/Smart Growth Principles into the development and entitlement process.</p>	<p>Policy LU1-2 promotes conservation and sustainability, with correlating reductions in: energy consumption and resources consumption generally, VMT, transportation impacts, air pollutant emissions impacts, and GHG emissions impacts.</p> <p>Consistent: Sustainability/conservation attributes of the project are discussed in detail in the Specific Plan and are summarized below.</p> <p>The Specific Plan will encourage efficient energy usage in design elements, product selection, and operations. Pursuant to the Specific Plan, the roof and paving materials would possess a high level of solar reflectivity (cool roofs). Additionally, the project is committed to</p>

5. Environmental Analysis
LAND USE AND PLANNING

Table 5.10-3 Consistency with the City of Ontario General Plan (TOP)

General Plan Goals/Policies	Project Compliance
	<p>sustainable design strategies that integrate principles of environmental stewardship into the design and construction process. This includes sustainable construction and technology concepts which would entail energy efficient buildings, passive design that would improve building energy performance, implementation of shade structures, use of environmentally friendly building materials, in addition to other fixtures, appliances, and heating and cooling controls to conserve energy and water.</p> <p>Further, the Specific Plan encourages non-motorized circulation by employees and visitors via its provision of an integrated network of sidewalks, bikeways, trails, and bicycle storage. Facilitating use of these alternative transportation modes and opportunities may decrease dependence on personal automobiles with related decreases in energy consumption and vehicular emissions.</p> <p>The plant palette for the project incorporates drought tolerant landscaping with drip irrigation and include plantings such as trees, shrubs, groundcovers and/or vines. The use of water-efficient/drought tolerant species native to southern California or naturalized to the arid southern California climate would reduce water demand.</p> <p>In this manner, landscaping implemented by the project would provide for efficient use of water resources. Further, recycled/reclaimed water would be used for landscape irrigation or other non-potable purposes, thereby reducing demands on potable water resources.</p> <p>The project also supports sustainability and growth attributes reflected in Goals of the 2016 – 2040 SCAG RTP/SCS. Please refer to Table 5.10-2. Therefore, the project is consistent Policy LU1-2.</p>
<p>LU1-3: Adequate Capacity. We require adequate infrastructure and services for all development.</p>	<p>Policy LU1-3 reduces utilities/infrastructure and public services impacts.</p> <p>Consistent: The project applicant would construct, or would otherwise ensure to the satisfaction of the Lead Agency, those infrastructure improvements and service enhancements necessary to meet the demands of the project. As substantiated in this EIR, infrastructure and service demands of the project can be satisfied without adverse impacts to existing or anticipated customers within affected service areas. Please refer also to EIR Section 5.16, <i>Utilities and Service Systems</i>. Therefore, the project is consistent Policy LU1-3.</p>
<p>LU1-4: Mobility. We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on multi-modal transportation opportunities.</p>	<p>Policy LU1-4 reduces VMT, transportation system impacts; and vehicular-source air pollutant emissions impact, GHG emissions impacts, and noise impacts.</p> <p>Consistent: The City is coordinating with regional transit agencies to implement Bus Rapid Transit (BRT) service to target destinations and along corridors. This would expand Ontario's industrial uses to be in proximity to regional transportation networks. Intensified development of the project site in combination with existing and proposed proximate urban development would focus the transit ridership base, thereby supporting existing and future transit opportunities. The project incorporates bicycle and pedestrian amenities including trails and</p>

5. Environmental Analysis

LAND USE AND PLANNING

Table 5.10-3 Consistency with the City of Ontario General Plan (TOP)

General Plan Goals/Policies	Project Compliance
	bikeways along the project frontages that facilitate non-motorized transportation modes. Therefore, the project is consistent Policy LU1-4.
<p>LU1-5: <i>Jobs-Housing Balance.</i> We coordinate land use, infrastructure, and transportation planning and analysis with regional, county and other local agencies to further regional and sub-regional goals for jobs-housing balance.</p>	<p>Policy LU1-5 increases opportunities for residents of the Project area to live and work in the same area, thereby improving the jobs/housing ratio on a local and regional level.</p> <p>Consistent: Via the EIR process, the City has coordinated project land uses, infrastructure, and transportation planning and analysis with potentially affected regional, county, and local agencies. The project region has a greater number of housing units and residents than jobs causing employees to commute to other regions for work. The proposed Specific Plan would provide an increase in employment-generating uses on the project site and would therefore improve the City's current average jobs/housing ratio. Project land uses and supporting improvements would not otherwise interfere with or obstruct regional and/or sub-regional goals addressing jobs-housing balance. Therefore, the project is consistent Policy LU1-5.</p>
<p>LU1-6: <i>Complete Community.</i> We incorporate a variety of land uses and building types in our land use planning efforts that result in a complete community where residents at all stages of life, employers, workers and visitors have a wide spectrum of choices of where they can live, work, shop and recreate within Ontario.</p>	<p>Policy LU1-6 indirectly minimizes potentially adverse environmental impacts by promoting diverse compatible land uses that collectively contribute to a sustainable community.</p> <p>Consistent: The project proposes Industrial and Business Park Land Uses that would expand and diversify available employment opportunities. This would ultimately assist in providing a complete community where people live and work. Therefore, the project is consistent Policy LU1-6.</p>
<p>LU1-7: <i>Revenues and Costs.</i> We require future amendments to our Land Use Plan to be accompanied by analyses of fiscal impacts.</p>	<p>Policy LU1-7 indirectly minimizes potentially adverse environmental impacts by ensuring fiscally responsible development, acting to minimize the potential for development proposals to cause or contribute to blight conditions.</p> <p>Consistent: An Economic/Fiscal Impact Analysis has been prepared for the project. The project Economic/Fiscal Impact Analysis has been provided to the City and is available for review. Please contact the City for further information. The Specific Plan's objective is to create an economic engine to drive future growth in Ontario Ranch, spur infrastructure improvements in the area, and implement the Specific Plan vision. The proposed project's fiscal impact analysis substantiates its economic benefit to the City and the region. Therefore, the project is consistent Policy LU1-7.</p>
<p>Goal Land Use 2: Compatibility between a wide range of uses.</p>	
<p>LU2-1: <i>Land Use Decisions.</i> We minimize adverse impacts on adjacent properties when considering land use and zoning requests.</p>	<p>Policy LU2-1 minimizes potential land use conflicts that could result in potentially adverse environmental impacts.</p> <p>Consistent: The Specific Plan configuration and orientation of land uses combined with integral Development Standards and Design Guidelines act to preclude or minimize potential adverse impacts affecting adjacent properties. Therefore, the project is consistent Policy LU2-1.</p>

5. Environmental Analysis
LAND USE AND PLANNING

Table 5.10-3 Consistency with the City of Ontario General Plan (TOP)

General Plan Goals/Policies	Project Compliance
<p>LU2-2: <i>Buffers.</i> We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur.</p>	<p>Policy LU2-2 minimizes potentially adverse environmental impacts that could occur between existing uses.</p> <p>Consistent: The project includes the provision of buffers such as setbacks and landscaping along Euclid Avenue, Eucalyptus Avenue, Sultana Avenue, and Merrill Avenue. Additionally, the configuration of the Specific Plan would also occur in such a way that adverse impacts affecting adjacent properties would be minimized. Therefore, the project is consistent with Policy LU2-2.</p>
<p>LU2-3: <i>Hazardous Uses.</i> We regulate the development of industrial and similar uses that use, store, produce or transport toxic substances, air emissions, other pollutants or hazardous materials.</p>	<p>Policy LU2-3 reduces hazards/hazardous materials impacts and hazardous air pollutant emissions impacts.</p> <p>Consistent: The project does not propose or require uses whose primary function is to store, produce, or transport toxic substances or other hazardous materials. Routine use of hazardous or potentially hazardous materials within the Specific Plan area would be subject to extensive local, regional, and federal regulatory requirements, and would not result in or cause potentially significant environmental impacts. Mitigation incorporated in this EIR reduces impacts associated with pre-existing hazards/hazardous materials conditions to levels that would be less-than-significant. Please refer also to EIR Section 5.8, <i>Hazards/Hazardous Materials</i>. Therefore, the project is consistent with Policy LU2-3.</p>
<p>LU2-4: <i>Regulation of Nuisances.</i> We regulate the location, concentration and operations of potential nuisances.</p>	<p>Policy LU2-4 reduces nuisance environmental impacts. While not considered significant of themselves, nuisance impacts could contribute to already adverse environmental conditions, or could cumulatively result in adverse environmental conditions.</p> <p>Consistent: The project does not propose or require uses or development that would be characterized as “nuisances.” Rather, the implemented project would establish a compatible and beneficial development within a currently underutilized property. The Specific Plan Development Standards and Design Guidelines and the City Development Code articulate measures and policies that would minimize potential nuisance effects of development. The project would be required to comply with these measures and policies. Additionally, as stated in Chapter 8 of this EIR, <i>Impacts Found Not to Be Significant</i>, the proposed Specific Plan would not generate nuisance odors. Additionally, as substantiated in Section 5.11, <i>Noise</i>, operation of the proposed project would be regulated by the City’s Noise Ordinance and would not result in noise that would be a nuisance after implementation of mitigation. Therefore, the project is consistent with Policy LU2-4.</p>
<p>LU2-5: <i>Regulation of Uses.</i> We regulate the location, concentration and operations of uses that have impacts on surrounding land uses.</p>	<p>Policy LU2-5 minimizes potential land use conflicts that could result in potentially adverse environmental impacts.</p> <p>Consistent: As substantiated in this EIR, the project would not adversely affect surrounding land uses. To this end, all development and operations within the project site would be required to conform to Development Standards and Design Guidelines established under the Specific Plan, and would further be required to conform to all City Code requirements. The proposed Specific Plan would implement the existing zoning designation of the area that regulates the future uses within the planning area. In combination, provisions of the Specific Plan and City</p>

5. Environmental Analysis

LAND USE AND PLANNING

Table 5.10-3 Consistency with the City of Ontario General Plan (TOP)

General Plan Goals/Policies	Project Compliance
	Municipal Code act to ensure that project land uses and operations would not adversely impact surrounding land uses. Therefore, the project is consistent with Policy LU2-5.
<p>LU2-6: Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.</p>	<p>Policy LU2-6 minimizes potential aesthetic/visual impacts.</p> <p>Consistent: The Specific Plan would locate utility connections, utility cabinets, etc. in areas not visible from public vantages where feasible. In instances where utility connections or utility cabinets must be placed in areas visible to the public, the Specific Plan Design Guidelines provide for screening and/or landscaping to minimize views of utility equipment. The streets within and adjacent to the Specific Plan area would be landscaped in an aesthetically pleasing manner with appropriate landscape buffers and setbacks where appropriate. Therefore, the project is consistent with Policy LU2-6.</p>
<p>LU2-7: Inter-jurisdictional Coordination. We maintain an ongoing liaison with IEUA, LAWA, Caltrans, Public Utilities Commission, the railroads and other agencies to help minimize impacts and improve the operations and aesthetics of their facilities.</p>	<p>Policy LU2-7 minimizes potential infrastructure systems impacts.</p> <p>Consistent: The project does not propose or require elements or actions that would obstruct or otherwise interfere with the City's Inter-jurisdictional Coordination efforts. Therefore, the project is consistent with Policy LU2-7.</p>
<p>LU2-8: Transitional Areas. We require development in transitional areas to protect the quality of life of current residents.</p>	<p>Policy LU2-8 minimizes potential land use conflicts that could result in potentially adverse environmental impacts.</p> <p>Consistent: The project site does not lie within a Policy Plan Transitional Area. Notwithstanding, as substantiated in this EIR, the Project incorporates elements and operational programs that would act to minimize or avoid the project's potentially significant environmental impacts and thereby protect the quality of life of current residents. Therefore, the project is consistent with Policy LU2-8.</p>
<p>LU2-9: Methane Gas Sites. We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.</p>	<p>Policy LU2-9 minimizes potential methane hazards impacts.</p> <p>Consistent: This EIR incorporates mitigation that would reduce potential hazards/hazardous material impacts, including methane hazards impacts, to levels that would be less-than-significant. Please refer to EIR Section 5.8, <i>Hazards/Hazardous Materials</i>. Additionally, development is required to comply with the City's Standard Condition 3.5, which states that Projects located within Ontario Ranch must comply with the "Methane Assessment for Projects in Ontario Ranch" guidelines for development which would be implemented during construction. Therefore, the project is consistent with Policy LU2-9.</p>
<p>Goal Land Use 3: Staff, regulations and processes that support and allow flexible response to conditions and circumstances in order to achieve the Vision.</p>	
<p>LU3-1: Development Standards. We maintain clear development standards which allow flexibility to achieve our Vision.</p>	<p>Policy LU3-1 minimizes the potential for development proposals to result in unacceptable designs, or development that would otherwise result in land use incompatibilities that would impede attainment of the City's Vision.</p> <p>Consistent: Upon adoption, the proposed Specific Plan would provide design guidelines and development regulations on the project site. This would support the Policy Plan Vision of "sustained, community-wide prosperity which continuously adds value and yields benefits." This</p>

5. Environmental Analysis
LAND USE AND PLANNING

Table 5.10-3 Consistency with the City of Ontario General Plan (TOP)

General Plan Goals/Policies	Project Compliance
	<p>master planning approach provides an orderly, coordinated process for development. The guidance provided in the Specific Plan would result in high quality design and compatibility between buildings and uses.</p> <p>The Specific Plan utilizes the Industrial and Business Park designation to buffer the Industrial-General land use designation from the existing residential west of Euclid Avenue, in the City of Chino. Site design designates visible loading docks away from existing residential uses. Landscaping and drive entrances will be designed to separate parking lots from being the dominant visual element on site. The Specific Plan over all aims to create a safe and attractive streets for pedestrians and motorists alike.</p> <p>Benefits of the project including, but not limited to, jobs creation, increased property tax and sales tax revenues, would promote community-wide prosperity and add value. Therefore, the project is consistent with Policy LU3-1.</p>
<p>LU3-2: <i>Design Incentives.</i> We offer design incentives to help projects achieve the Vision.</p>	<p>Policy LU3-2 minimizes the potential for development proposals to result in unacceptable designs, or development that would otherwise result in land use incompatibilities that would impede attainment of the City's Vision.</p> <p>Consistent: The project does not propose elements or aspects that would obstruct or interfere with Design Incentives programs established by the City nor result in land use incompatibilities. The Specific Plan would establish land uses, Development Standards and Design Guidelines that would support the Policy Plan Vision. Specific building heights, setbacks, parking, coverage, landscape, signage and other development standards within the Specific Plan area would assure the inconsistencies would not occur. Please refer also to Remarks at Policy LU3-1. Therefore, the project is consistent with Policy LU3-2.</p>
<p>LU3-3: <i>Land Use Flexibility.</i> We consider uses not typically permitted within a land use category if doing so improves livability, reduces vehicular trips, creates community gathering places and activity nodes, and helps create identity.</p>	<p>Policy LU3-3 promotes sustainable and compatible development that reduces or precludes potentially adverse environmental effects.</p> <p>Consistent: Land uses and development concepts proposed by the project are not currently reflected in the Policy Plan. Accordingly, the project proposes to amend the Policy Plan to allow for implementation of the Project to allow for Industrial and Business Park uses. The Specific Plan provides for flexible and compatible development of the subject site. More specifically, the Specific Plan would implement a compatible Industrial and Business Park uses on a currently under-utilized property. Development intensities and land use configurations proposed under the Specific Plan promote the highest and best use of the subject site.</p> <p>The project Land Use Concept collocates Industrial and Business Park Land Uses in an urban/urbanizing area, thereby reducing home – work and work – home commutes, acting generally to reduce vehicle VMT locally and within the region. Corollary reductions in vehicle energy consumption and vehicular-source air pollutant and GHG emissions are anticipated.</p> <p>Development plans, development standards and design guidelines implemented pursuant to the Specific Plan would establish a project</p>

5. Environmental Analysis

LAND USE AND PLANNING

Table 5.10-3 Consistency with the City of Ontario General Plan (TOP)

General Plan Goals/Policies	Project Compliance
	identity differentiated from, but compatible with, adjacent land uses. Please refer also to remarks at Policies LU1-1 and LU1-2. Therefore, the project is consistent with Policy LU3-3.
Goal Land Use 4: Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.	
LU4-1: <i>Commitment to Vision.</i> We are committed to achieving our Vision but realize that it may take time and several interim steps to get there.	<p>Policy LU4-1 indirectly reduces environmental effects through continued commitment to the City's Vision which in part includes promotion of environmentally superior and sustainable development.</p> <p>Consistent. Land uses and development concepts that would be implemented under the project differ from development reflected in The Ontario Plan EIR. Nonetheless, the project would support The Ontario Plan Vision of "sustained, community-wide prosperity which continuously adds value and yields benefits" Please refer also to Remarks at Policies LU3-1, LU3-2. Therefore, the project is consistent with Policy LU4-1.</p>
LU4-2: <i>Interim Development.</i> We allow development in growth areas that is not immediately reflective of our ultimate Vision provided it can be modified or replaced when circumstances are right. We will not allow development that impedes, precludes or compromises our ability to achieve our Vision.	<p>Policy LU4-2 indirectly reduces environmental effects through rejection of development proposals that impede, preclude, or compromise attainment of the City's Vision.</p> <p>Consistent: The project does not propose interim development. Please refer also to Remarks at Policies LU3-1, LU3-2, LU4-1. Therefore, the project is consistent with Policy LU4-2.</p>
LU4-3: <i>Infrastructure Timing.</i> We require that the necessary infrastructure and services be in place prior to or concurrently with development.	<p>Policy LU4-3 reduces infrastructure and services impacts.</p> <p>Consistent: Pursuant to provisions of Specific Plan Chapter 3, <i>Development Plan</i>; mitigation measures identified in this EIR, and City Conditions of Approval, the project would provide and/or otherwise ensure to the satisfaction of the City, that infrastructure and services are timely available to meet Project demands. Therefore, the project is consistent with Policy LU4-3.</p>
Goal Land Use 5: Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.	
LU5-1: <i>Coordination with Airport Authorities.</i> We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update and maintenance of airport-related plans.	<p>Policy LU5-1 reduces adverse impacts associated with airfield/airport operations.</p> <p>Consistent: The Applicant and City Staff would coordinate with the airport authority for the Chino Airport in evaluation of project land uses in the context of the Chino Airport Overlay and Riverside County ALUCP for Chino Airport as the Project site is in Zone D of the Chino Airport as designated by ALUCP. The project resides in airport influence areas (AIA) for both the Chino Airport and the Ontario International Airport, however, the project is not within an Ontario International Airport safety zone, noise impact zone, or airspace protection zone. Please refer also to related discussions presented in this EIR Section 5.8, <i>Hazards/Hazardous Materials</i>.</p> <p>The project does not propose elements or aspects that would interfere with or obstruct City collaboration or coordination with agencies or shareholders participating in or responsible for the preparation, update</p>

5. Environmental Analysis
LAND USE AND PLANNING

Table 5.10-3 Consistency with the City of Ontario General Plan (TOP)

General Plan Goals/Policies	Project Compliance
	and maintenance of airport-related plans. Therefore, the project is consistent with Policy LU5-1.
<p>LU5-2: Airport Planning Consistency. We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans and land use compatibility plans for the ONT and Chino airports.</p>	<p>Policy LU5-2 reduces adverse impacts associated with airfield/airport operations and assures consistency with appropriate regulations and plans.</p> <p>Consistent: As detailed within this EIR, Section 5.8, <i>Hazards/Hazardous Materials</i>, the proposed Specific Plan would be consistent with the Airport Land Use Planning for both the Ontario and Chino Airports. Please also refer to remarks at Policy LU5-1. Therefore, the project is consistent with Policy LU5-2.</p>
<p>LU5-3: Airport Impacts. We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations.</p>	<p>Policy LU5-3 reduces adverse impacts and hazards resulting from airfield/airport operations.</p> <p>Consistent: As detailed in Section 5.8, <i>Hazards/Hazardous Materials</i>, the proposed Specific Plan would not result in potential hazards related to the Ontario or Chino Airport operations. Please also refer to remarks at Policy LU5-1. Therefore, the project is consistent with Policy LU5-3.</p>
<p>LU5-6: Alternative Process. We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.</p>	<p>Policy LU5-6 assures proper airport land use compatibility planning through compliance with applicable laws.</p> <p>Consistent: Please refer to remarks at Policy LU5-1 through LU5-3. The proposed Specific Plan would be consistent with the Airport Land Use Planning for both the Ontario and Chino Airports. This is substantiated in a comprehensive analysis in Section 5.8, <i>Hazards/Hazardous Materials</i> of this EIR. Therefore, the project is consistent with Policy LU5-6.</p>
<p>LU5-7: ALUCP Consistency with Land Use Regulations. We comply with state law that requires general plans, specific plans and all new development be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public use airport.</p>	<p>Consistent: The Specific Plan area is within the Ontario International Airport Influence Area and the Chino Airport Influence Area. As mentioned above, both Chino and Ontario International Airports have established Airport Land Use Compatibility Plans promoting compatibility with surrounding land uses. Please refer to remarks at Policy LU5-6. Therefore, the project is consistent with Policy LU5-7.</p>
<p>LU5-8: Chino Airport. We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.</p>	<p>Consistent: Please refer to remarks at Policy LU5-1 through LU5-7.</p>
<p>Community Design Element</p>	
<p>CD1-2: Growth Areas. We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.</p>	<p>Consistent: The Specific Plan includes design guidelines to guide the physical character of all future development and all project related features, including the overall landscape treatment within the project. Therefore, the Specific Plan would be consistent with General Plan Policy CD1-2.</p>
<p>CD1-4: Transportation Corridors. We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting.</p>	<p>Consistent: The Specific Plan includes improvements to Eucalyptus Avenue, Euclid Avenue, Merrill Avenue, and Archibald Avenue that include landscaping, hardscaping, and lighting that would be installed pursuant to the design specifications of the Specific Plan. Therefore, the Specific Plan would be consistent with General Plan Policy CD1-4.</p>

5. Environmental Analysis

LAND USE AND PLANNING

Table 5.10-3 Consistency with the City of Ontario General Plan (TOP)

General Plan Goals/Policies	Project Compliance
<p>CD1-5: <i>View Corridors.</i> We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.</p>	<p>Consistent: The Specific Plan includes improvements to Euclid Avenue, which is a north-south street and will be designed in accordance with the Master Plan of Streets and Highways. Therefore, the Specific Plan would be consistent with General Plan Policy CD1- 5.</p>
<p>CD2-1: <i>Quality Architecture.</i> We encourage all development projects to convey visual interest and character through:</p> <ul style="list-style-type: none"> • Building volume, massing, and height to provide appropriate scale and proportion; • A true industrial style which is carried out in plan, section and elevation through all aspects of the building and site design and appropriate for its setting; and • Exterior building materials that are visually interesting, high quality, durable, and appropriate for the industrial style. 	<p>Consistent: The Specific Plan includes design guidelines to guide the development of the proposed structures to include features that would provide scale, proportion, and high-quality building materials. Therefore, the Specific Plan would be consistent with General Plan Policy CD2-1.</p>
<p>CD2-5: <i>Streetscapes.</i> We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right of way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.</p>	<p>Consistent: The Specific Plan is designed with comprehensive street improvements to accommodate the safe and efficient movement of vehicles, bicycles, and pedestrians. The Specific Plan includes half width improvements to Euclid Avenue and Merrill Avenue that involve landscaping, signage, and lighting. Therefore, the Specific Plan would be consistent with General Plan Policy CD2-5.</p>
<p>CD2-7: <i>Sustainability.</i> We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials and construction techniques.</p>	<p>Consistent: Sustainable Construction & Technology Concepts are incorporated into the Specific Plan, and include the following:</p> <ol style="list-style-type: none"> 1. Design and construct energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption. 2. Employ passive design including skylights, building orientation, landscaping, and strategic colors to improve building energy performance. 3. Reduce the heat island effect by providing shade structures and trees that produce large canopies. In addition, choose roof and paving materials that possess a high level of solar reflectivity (cool roofs). 4. Use recycled and other environmentally friendly building materials, wherever practical. 5. Incorporate skylights into at least two percent of warehouse/distribution building roof area to provide natural light and reduce electric lighting demand. 6. Use energy efficient LED (or similar) products. 7. Provide interior or exterior bicycle storage consistent with the California Green Building Standards Code. 8. Use drought tolerant landscaping with drip irrigation and include plantings such as trees, shrubs, groundcovers and/or vines. Optional amenities include benches, trellises, thematic fencing, and decorative walkways. 9. Employ high performance dual pane window glazing in office storefronts. <p>The Specific Plan includes design guidelines that encourages all new construction to utilize design features, fixtures, and heating and cooling controls to conserve energy and water that would all be required to</p>

5. Environmental Analysis LAND USE AND PLANNING

Table 5.10-3 Consistency with the City of Ontario General Plan (TOP)

General Plan Goals/Policies	Project Compliance
	comply with Title 24 energy efficiency standards. Additionally, the landscape concept incorporates a plant palette of drought tolerant materials and requirements to install planting and irrigation systems designed to conserve water. Therefore, the Specific Plan would be consistent with General Plan Policy CD2-7.
<p>CD2-8: <i>Safe Design.</i> We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintenance of visibility and accessibility, and use of lighting.</p>	<p>Consistent: As described in Section 5.13, <i>Public Services</i>, the Specific Plan would include installation of security features such as the provision of low-intensity security lighting in parking areas and adjacent to buildings structure security. Additionally, the Specific Plan requires that a comprehensive lighting plan be prepared and approved in conjunction with the site plans, and that all plans shall be reviewed and approved by the City Police Department. Also, pursuant to the City's existing permitting process, the Building Department would review and approve the final site plans to ensure that crime prevention through design measures are incorporated appropriately to provide a safe environment. Therefore, the Specific Plan would be consistent with General Plan Policy CD2-8.</p>
<p>CD2-9: <i>Landscape Design.</i> We encourage durable landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.</p>	<p>Consistent: The Specific Plan incorporates the use of durable landscaping materials, a drought tolerant plant palette, and a planting and irrigation system designed to conserve water. Open space areas would include shaded areas, bicycle racks, and other amenity features to encourage pedestrian and other non-vehicular activities. All materials utilized in private and public common areas would be durable landscaping materials. Therefore, the Specific Plan would be consistent with General Plan Policy CD2-9.</p>
<p>CD2-10: <i>Surface Parking Areas.</i> We require parking areas visible to or used by the public to be landscaped in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.</p>	<p>Consistent: The Specific Plan includes landscaping around and throughout vehicular parking areas that are visible to streets. Therefore, the Specific Plan would be consistent with General Plan Policy CD2-10.</p>
<p>CD2-11: <i>Entry Statements.</i> We encourage the inclusion of amenities, signage and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.</p>	<p>Consistent: The Specific Plan includes landscaping to be installed at key entries along with signage to help identify the location and provide a sense of place. The signage and entries would be designed with durable, lasting materials approved by the City's Building Department during the construction permitting process. Therefore, the Specific Plan would be consistent with General Plan Policy CD2-11.</p>
<p>CD2-12: <i>Site and Building Signage.</i> We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.</p>	<p>Consistent: As described in the previous response, the Specific Plan includes signage to help identify the location and provide a sense of place. The signage and entries would be designed with durable, lasting materials approved by the City's Building Department during the construction permitting process. Therefore, the Specific Plan would be consistent with General Plan Policy CD2-12.</p>
<p>CD3-1: <i>Design.</i> We require that pedestrian, vehicular, bicycle and equestrian circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics.</p>	<p>Consistent: As described previously, the Specific Plan is designed with comprehensive street improvements to accommodate the safe and efficient movement of vehicles, bicycles, and pedestrians. The Specific Plan includes half-width improvements to Euclid Avenue and Merrill Avenue that involve landscaping, signage, and lighting. Therefore, the Specific Plan would be consistent with General Plan Policy CD3-1.</p>
<p>CD3-2: <i>Connectivity Between Streets, Sidewalks, Walkways and Plazas.</i> We require landscaping and paving be used to optimize visual connectivity between streets, sidewalks, walkways and plazas for pedestrians.</p>	<p>Consistent: The Specific Plan design includes landscaping and paving that would provide visual connectivity between streets and sidewalks for pedestrians. Therefore, the Specific Plan would be consistent with General Plan Policy CD3-2.</p>

5. Environmental Analysis

LAND USE AND PLANNING

Table 5.10-3 Consistency with the City of Ontario General Plan (TOP)

General Plan Goals/Policies	Project Compliance
<p>CD5-1: Maintenance of Buildings and Property. We require all public and privately owned buildings and property (including trails and easements) to be properly and consistently maintained.</p>	<p>Consistent: The Specific Plan includes a Maintenance Responsibility Matrix defining the public, private, and utility entities responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, traffic signals, infrastructure, and utilities within the Specific Plan area. Therefore, the Specific Plan would be consistent with General Plan Policy CD5-1.</p>
<p>CD5-2: Maintenance of Infrastructure. We require the continual maintenance of infrastructure.</p>	<p>Consistent: The Specific Plan includes a Maintenance Responsibility Matrix defining the responsible entities for continual maintenance of roadways, sidewalks, traffic signals, off site and on-site public water, sewer, and storm drain infrastructure facilities. Therefore, the Specific Plan would be consistent with General Plan Policy CD5-2.</p>
Mobility Element	
<p>Mobility Goal 1: A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.</p>	<p>Consistent: The City of Ontario is coordinating with regional transit agencies to implement Bus Rapid Transit service to target destinations along corridors, including Euclid Avenue on the western boundary of the Specific Plan.</p>
<p>M1-1: Roadway Design and Maintenance. We require our roadways to:</p> <ul style="list-style-type: none"> • Comply with federal, state and local design and • Safety standards. • Meet the needs of multiple transportation modes and users. • Handle the capacity envisioned in the Functional • Roadway Classification Plan. • Maintain a peak hour Level of Service (LOS) E or better at all intersections. • Be compatible with the streetscape and surrounding land uses. • Be maintained in accordance with best practices and our Right-of-Way • Management Plan. 	<p>Consistent: The Specific Plan would provide roadway improvements to adjacent streets and develop driveways that would comply with federal, state, and local safety design standards. Sidewalks would be included to provide for multi-modal transportation. Streetscapes that include landscaping would be installed to improve the existing visual resources. In addition, Mitigation Measure TRAF-1 through TRAF-3 are included in Section 5.14, <i>Transportation</i>, to mitigate the traffic impacts of the Specific Plan and to meet the City's LOS standards. Furthermore, the Specific Plan includes provision for maintenance of all onsite infrastructure and landscaping. Therefore, the Specific Plan would be consistent with General Plan Policy M1-1.</p>
<p>M1-2: Mitigation of Impacts. We require development to mitigate its traffic impacts.</p>	<p>Consistent: As detailed in Section 5.14, <i>Transportation</i>, Mitigation Measure TRAF-1 through TRAF-3 is included to mitigate the impacts related to the traffic trips that would be generated by the Specific Plan. The mitigation requires fair-share payments toward construction of traffic improvements that would reduce impacts of the Specific Plan. Therefore, the Specific Plan would be consistent with General Plan Policy M1-2.</p>
<p>M2-1: Bikeway Plan. We maintain our Multipurpose Trails & Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points.</p>	<p>Consistent: The Specific Plan includes a connection to the multipurpose trail along Euclid Avenue and Merrill Avenue which ultimately connects to the Cucamonga Creek Channel. From this connection point, pedestrians would have access to the larger City system of trails and bikeways. Therefore, the Specific Plan would be consistent with General Plan Policy M2-1.</p>
<p>M2-2: Bicycle System. We provide offstreet multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.</p>	<p>Consistent: The Specific Plan includes a connection to the multipurpose trail along Euclid Avenue and Merrill Avenue which ultimately connects to the Cucamonga Creek Channel. From this connection point, pedestrians would have access to the larger City system of trails and bikeways. Therefore, the Specific Plan would be consistent with General Plan Policy M2-2.</p>

5. Environmental Analysis LAND USE AND PLANNING

Table 5.10-3 Consistency with the City of Ontario General Plan (TOP)

General Plan Goals/Policies	Project Compliance
M2-3: Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.	Consistent: The Specific Plan includes construction of a pedestrian circulation system comprised of interconnected sidewalks within all roadway rights-of ways, that would be separated from vehicular travel lanes by a landscaped parkway. Therefore, the Specific Plan would be consistent with General Plan Policy M2-3.
M2-4: Network Opportunities. We explore opportunities to expand the pedestrian and bicycle networks. This includes consideration of utility easements, levees, drainage corridors, road right-of-ways, medians and other potential options.	Consistent: As described in the response above, the Specific Plan includes construction of a pedestrian circulation system comprised of interconnected sidewalks within all roadway rights-of ways, that would be separated from vehicular travel lanes by a landscaped parkway. Therefore, the Specific Plan would be consistent with General Plan Policy M2-4.
Mobility Goal 4: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts	Consistent: The project would respect the City's network of truck routes for the transport of goods while minimizing negative impacts on local circulation and noise sensitive land uses.
ER1-3: Conservation. We require conservation strategies that reduce water usage.	Consistent: The proposed development would be required to comply with Title 24 energy efficiency standards that include water conservation features, such as low-flow water fixtures, drought tolerant landscaping, and irrigation systems designed to conserve water. Therefore, the Specific Plan would be consistent with General Plan Policy ER1-3.
ER1-4: Supply-Demand Balance. We require that available water supply and demands be balanced.	Consistent: As described in Section 5.16, <i>Utilities and Service Systems</i> , the Specific Plan would be served by the City's available water supply. Therefore, the Specific Plan would be consistent with General Plan Policy ER1-4.
ER1-5: Groundwater Management. We protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban run-off, and recharge the aquifer.	Consistent: As described in Section 5.9, <i>Hydrology and Water Quality</i> , the Specific Plan would implement a SWPPP as required by the NPDES General Construction Permit and the City's Municipal Code Section 6-6 during construction activities, and implement a WQMP per Municipal Code Section 6-6.501, the Regional MS4 Permit, and the County Water Quality Management Plan, which would protect groundwater quality. Therefore, the Specific Plan would be consistent with General Plan Policy ER1-5.
ER1-6: Urban Run-off Quantity. We encourage the use of low impact development strategies to intercept run-off, slow the discharge rate, increase infiltration and ultimately reduce discharge volumes to traditional storm drain systems.	Consistent: As described in Section 5.9, <i>Hydrology and Water Quality</i> , the Specific Plan would use low impact development strategies that intercept, filter, and infiltrate run-off to ensure that the quantity and velocity of run-off does not increase with implementation of the Specific Plan. Therefore, the Specific Plan would be consistent with General Plan Policy ER1-6.
ER1-7: Urban Run-off Quality. We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.	Consistent: As described previously and in Section 5.9, <i>Hydrology and Water Quality</i> , the Specific Plan would implement a SWPPP as required by the NPDES General Construction Permit and the City's Municipal Code Section 6-6 during construction activities, and implement a WQMP per Municipal Code Section 6-6.501, the Regional MS4 Permit, and the County Water Quality Management Plan, which would protect groundwater quality. Therefore, the Specific Plan would be consistent with General Plan Policy ER1-7.
ER1-8: Wastewater Management. We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board (RWQCB).	Consistent: As described in Section 5.16, <i>Utilities and Service Systems</i> , the City requires users of the wastewater system to obtain a wastewater discharge permit (pursuant to Municipal Code Section 6-7.301) that identifies the type and amount of wastewater that would be discharged into the sewer system. This manages wastewater to be consistent with waste discharge requirements of the RWQCB.

5. Environmental Analysis

LAND USE AND PLANNING

Table 5.10-3 Consistency with the City of Ontario General Plan (TOP)

General Plan Goals/Policies	Project Compliance
	Therefore, the Specific Plan would be consistent with General Plan Policy ER1-8.
ER2-1: <i>Waste Diversion</i> . We shall meet or exceed AB 939 requirements.	Consistent: As described in Section 5.16, <i>Utilities and Service Systems</i> , all uses within the City are subject to the requirements of AB 939, and all projects in the City undergo development review and permitting, including a review to ensure compliance with waste diversion requirements. Therefore, the Specific Plan would be consistent with General Plan Policy ER2-1.
ER3-1: <i>Conservation Strategy</i> . We require conservation as the first strategy to be employed to meet applicable energy-saving standards.	Consistent: As described previously, the proposed development would be required to comply with Title 24 energy efficiency standards that conserve energy. Therefore, the Specific Plan would be consistent with General Plan Policy ER3-1.
ER3-2: <i>Green Development–Communities</i> . We require the use of best practices identified in green community rating systems to guide the planning and development of all new communities.	Consistent: As provided in Section 3.0, <i>Project Description</i> , the Specific Plan would implement energy-saving and sustainable design features and operational programs consistent with the CCAP and the California Green Building Standards Code. Therefore, the Specific Plan would be consistent with General Plan Policy ER3-2.
ER3-3: <i>Building and Site Design</i> . We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar and natural ventilation.	Consistent: As described in the previous response, the Specific Plan would implement energy-saving and sustainable design features and operational programs consistent with the California Green Building Standards Code. Therefore, the Specific Plan would be consistent with General Plan Policy ER3-3.
ER3-4: <i>Green Development– Public Buildings</i> . We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.	Consistent: As described in the previous response, the Specific Plan would implement energy-saving and sustainable design features and operational programs consistent with the California Green Building Standards Code. Therefore, the Specific Plan would be consistent with General Plan Policy ER3-4.
ER4-1: <i>Land Use</i> . We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional job-housing balance.	Consistent: As described previously, the project would provide an increase in employment generating uses on the site, which would assist in the jobs to housing regional balance. Therefore, the Specific Plan is consistent with General Plan Policy ER4-1.
ER4-3: <i>Greenhouse Gases (GHG) Emissions Reductions</i> . We will reduce GHG emissions in accordance with regional, state and federal regulations.	Consistent: As described in Section 5.7, <i>Greenhouse Gas Emissions</i> , the project would be implemented consistent with the CCAP, which would meet regional and state regulations related to GHG emissions. Therefore, the Specific Plan is consistent with General Plan Policy ER4-3.
ER4-4: <i>Indoor Air Quality</i> . We will comply with State Green Building Codes relative to indoor air quality.	Consistent: The Specific Plan would comply with all state Green Building Codes relative to indoor air quality, which would be verified by the City during the building permitting process. Therefore, the Specific Plan is consistent with General Plan Policy ER4-4.
ER4-6: <i>Particulate Matter</i> . We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.	Consistent: As described in Section 5.2, <i>Air Quality</i> , the project would be implemented in compliance with all SCAQMD rules, which are included as PPP AIR-4, related to the reduction of particulate matter, and would meet both state and federal clean air standards. Therefore, the Specific Plan is consistent with General Plan Policy ER4-6.
ER4-8: <i>Tree Planting</i> . We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality.	Consistent: The project includes landscaping such as trees to be installed along the streets, within parking areas, and around building structures. Therefore, the Specific Plan is consistent with General Plan Policy ER4-8.

5. Environmental Analysis
LAND USE AND PLANNING

Table 5.10-3 Consistency with the City of Ontario General Plan (TOP)

General Plan Goals/Policies	Project Compliance
ER5-2: Entitlement and Permitting Process. We comply with state and federal regulations regarding protected species.	Consistent: As described in Section 5.3, <i>Biological Resources</i> , the Specific Plan would be implemented in compliance with federal, state, and regional regulations related to protected species. Therefore, the Specific Plan is consistent with General Plan Policy ER5-2.
Safety Element	
S1-1: Implementation of Regulations and Standards. We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.	Consistent: As described in Section, 5.6, <i>Geology and Soils</i> , the project would be implemented in compliance with the CBC adopted in the City Municipal Code Title 8, which would be verified for appropriate inclusion as part of the building plan check and development review process. Therefore, the Specific Plan is consistent with General Plan Policy S1-1.
S1-2: Entitlement and Permitting Process. We follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.	Consistent. As described in Section 5.6, <i>Geology and Soils</i> , two geotechnical investigations were prepared for the Site, and as described in the previous response, the project would be implemented pursuant to the requirements of the CBC. Therefore, the Specific Plan is consistent with General Plan Policy S1-2.
S2-1: Entitlement and Permitting Process. We follow State guidelines and building code to determine when development proposals require hydrological studies prepared by a state-certified engineer to assess the impact that the new development will have on the flooding potential of existing development down gradient.	Consistent. As described in Section 5.9, <i>Hydrology and Water Quality</i> , a hydrology and hydraulics study was prepared for the site, and found that the project would not have down-gradient flooding potential because the project includes installation of an onsite infiltration basin that would retain and filter stormflows before slowly discharging into the storm drains. The facilities have been sized to accommodate the anticipated runoff such that flooding would not occur. Therefore, the Specific Plan is consistent with General Plan Policy S2-1.
S2-5: Storm Drain System. We maintain and improve the storm drain system to minimize flooding.	Consistent. As described in the previous response and in Section 5.9, <i>Hydrology and Water Quality</i> , the project includes installation of an onsite infiltration basin and storm drain facilities that have been designed to accommodate stormflows, such that flooding would not occur. Therefore, the Specific Plan is consistent with General Plan Policy S2-5.
S3-1: Prevention Services. We proactively mitigate or reduce the negative effects of fire, hazardous materials release, and structural collapse by implementing the adopted Fire Code.	Consistent. As described in Section 5.13, <i>Public Services</i> , the project would be implemented in compliance with the adopted Fire Code that is included in Fire Code Section 4-4.01. Also, the City's Building Department and the Fire Department would review the building plans prior to approval to ensure that all applicable fire safety features are included in the project. Therefore, the Specific Plan is consistent with General Plan Policy S3-1.
S3-3: Fire and Emergency Medical Services. We maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies.	Consistent. As described in Section 5.13, <i>Public Services</i> , the City has eight existing fire stations; the closest of which is 4.1 miles north of the Site. The City is also developing a new fire station that will be located 1 mile from the Site. Therefore, the Specific Plan is consistent with General Plan Policy S3-3.
S3-8: Fire Prevention through Environmental Design. We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces and buildings	Consistent. As described in previously and in Section 5.13, <i>Public Services</i> , the project would be implemented in compliance with the adopted Fire Code that is included in Fire Code Section 4-4.01, and City's Building Department and the Fire Department would review the building plans prior to approval to ensure that all applicable fire safety features are included in the project. Therefore, the Specific Plan is consistent with General Plan Policy S3-8.
S4-1: Noise Mitigation. We utilize the City's Noise Ordinance, building codes and subdivision and development codes to mitigate noise impacts.	Consistent. As described in Section 5.11, <i>Noise</i> , the project would be implemented in compliance with the City's Noise Ordinance standards. Therefore, the Specific Plan is consistent with General Plan Policy S4-1.

5. Environmental Analysis

LAND USE AND PLANNING

Table 5.10-3 Consistency with the City of Ontario General Plan (TOP)

General Plan Goals/Policies	Project Compliance
S5-2: <i>Dust Control Measures.</i> We require the implementation of Best Management Practices for dust control at all excavation and grading projects.	Consistent. As described in Section 5.2 <i>Air Quality</i> , the project would be implemented in compliance with all SCAQMD rules, including Rule 403 related to implementation of BMPs for fugitive dust. Therefore, the Specific Plan is consistent with General Plan Policy S5-2.
S6-9: <i>Remediation of Methane.</i> We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.	Consistent. The Methane Survey Report (Citadel 2018) that was conducted on the Site included 17 soil vapor borings across the site and analyzed for methane. Based on the results of this investigation, methane gas was detected in subsurface vapor probes at maximum concentrations of approximately 10 percent of the lower explosive limit (LEL) for methane. Additionally, Mitigation Measure HAZ-1 requires further methane testing and installation of a methane gas mitigation system where methane levels exceed the City stand of 5,000 ppmv. With mitigation, the site would not result in a health risk related to methane. Therefore, the Specific Plan would be consistent with General Plan Policy S6-9.
S7-4: <i>Crime Prevention through Environmental Design (CPTED).</i> We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces and buildings.	Consistent. As described previously, and in Section 5.13, <i>Public Services</i> , the Specific Plan would include installation of security features, such as the provision of low-intensity security lighting in parking areas and adjacent to building structures. Additionally, the Specific Plan requires that a comprehensive lighting plan be prepared and approved in conjunction with the site plans, and that all plans would be reviewed and approved by the City Police Department. Also, pursuant to the City's existing permitting process, the Building Department would review and approve the final site plans to ensure that crime prevention through design measures are incorporated appropriately to provide a safe environment. Therefore, the Specific Plan would be consistent with General Plan Policy S7-4.
Community Economics Element	
CE1-1: <i>Jobs-Housing Balance.</i> We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.	Consistent: As described previously, the Specific Plan would provide an increase in employment generating uses in the City, which would assist in the jobs to housing regional balance. Therefore, the Specific Plan is consistent with General Plan Policy CE1-1.
CE1-2: <i>Jobs and Workforce Skills.</i> We use our economic development resources to: 1) attract jobs suited for the skills and education of current and future City residents; 2) work with regional partners to provide opportunities for the labor force to improve its skills and education; and 3) attract businesses that increase Ontario's stake and participation in growing sectors of the regional and global economy.	Consistent: As described in the previous response, the Specific Plan would provide an increase in employment-generating uses in the City and would potentially attract businesses that increase the City's participation in the regional and global economy. Therefore, the Specific Plan is consistent with General Plan Policy CE1-2.
CE1-5: <i>Business Attraction.</i> We proactively attract new and expanding businesses to Ontario in order to increase the City's share of growing sectors of the regional and global economy.	Consistent: As described in the previous response, the Specific Plan would provide an increase in businesses in the City and would potentially attract businesses that increase the City's participation in the regional and global economy. Therefore, the Specific Plan is consistent with General Plan Policy CE1-5.
Sources: TOP 2010	

Ontario Development Code Consistency

Upon adoption of the proposed Specific Plan, the development regulations and design standards within the Specific Plan would apply to the project area, and would establish the applicable zoning regulations and

5. Environmental Analysis LAND USE AND PLANNING

development standards. The Specific Plan would become the land use implementation tool for the project area. As stated in Ontario Development Code Section 1.01.035, in the event of any conflict between the requirements of the Development Code and the standards contained within an adopted Specific Plan, the requirements of the Specific Plan shall govern, and when the provisions of a Specific Plan are silent on a specific matter, the regulations set forth in the Development Code shall apply. As such, the proposed Specific Plan would not result in conflicts with the Ontario Development Code, and impacts would be less than significant.

Airport Environs Land Use Plan Consistency

The project site is located immediately to the north of the Chino airport and is approximately 4.6 miles to the southwest of the Ontario International Airport, and are within the Airport Influence Areas for these airports. Airport operations and their potential noise and safety hazards require careful land use planning on adjacent and nearby lands to protect residents and land uses. Airport operations and their accompanying safety and noise hazards are discussed in Sections 5.8, *Hazards and Hazardous Materials*, and 5.12, *Noise*, of this DEIR.

The project site is not within a safety zone, a noise impact zone, or an airspace protection zone of Ontario International Airport. The proposed project is in Zone D of the Chino Airport as designated in the ALUCP. Warehousing and office buildings are permitted in Zone D (Mead and Hunt 2004b). Furthermore, the maximum building height for the proposed project is 55 feet and do not require ALUC review (Mead and Hunt 2004c), and would not conflict with building height restrictions identified in the airport land use plans.

Conclusion

The proposed Specific Plan would develop business park and industrial uses that would benefit from the Chino Airport to further develop the local economy and business. Although the proposed Specific Plan includes land uses not currently designated on these specific sites in TOC, once adopted, the proposed Specific Plan would provide appropriate land use regulations and zoning. The Specific Plan would promote orderly development to coincide with adjacent land uses, including Chino Airport. As shown on Tables 5.10-2 5.1-3, the proposed Specific Plan embodies the goals and policies in the applicable long-range planning documents. Implementation of the proposed Specific Plan would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant, and no mitigation is necessary.

Level of Significance Before Mitigation: Less than significant impact.

5.10.4 Cumulative Impacts

The geographic context for this cumulative analysis includes the City of Ontario in relation to the City's General Plan. Cumulative development would result in substantial changes to existing land use patterns through conversion of agricultural and dairy lands into urban uses pursuant to the General Plan land use designations. Cumulative development would also be subject to site-specific environmental and planning reviews that would address consistency with adopted General Plan goals, objectives, and policies, as well as with the City's Development Code and Airport Land Use Plan policies. As part of environmental review, projects would be required to provide mitigation for any inconsistencies with the General Plan and environmental policies that

5. Environmental Analysis

LAND USE AND PLANNING

would result in adverse physical environmental effects. The cumulative projects as a whole would result in a more intensely developed built environment than currently exists, as it currently exists as an underutilized portion of land and would be required to be consistent with local General Plan policies.

Cumulative projects could include General Plan amendments and/or zone changes, modifications to existing land uses. However, such amendments do not necessarily represent an inherent negative effect on the environment, particularly if the proposed changes involve changes in types and intensity of uses, rather than eliminating application of policies that were specifically adopted for the purpose of avoiding or mitigating environmental effects. Past and present cumulative projects do not involve amendments that would eliminate application of policies that were adopted for the purpose of avoiding or mitigating environmental effects. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what applications that are not currently filed might request. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant.

5.10.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.10-1

5.10.6 Mitigation Measures

No mitigation measures required.

5.10.7 Level of Significance After Mitigation

Impacts would be less than significant.

5.10.8 References

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5. Environmental Analysis

LAND USE AND PLANNING

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