

RESOLUTION NO. PC22-042

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE AN AMENDMENT, FOR FILE NO. PGPA20-002 PART C, CONSISTING OF A TECHNICAL UPDATE TO THE ONTARIO POLICY PLAN (GENERAL PLAN).

WHEREAS, the City of Ontario Certified the Environmental Impact Report prepared for The Ontario Plan and associated Statement of Overriding Considerations, and issued Resolution No. 2010-003; and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of the component framework for The Ontario Plan on January 27, 2010, and issued Resolution No. 2010-004; and

WHEREAS, the City of Ontario has been operating under The Ontario Plan Policy Plan (General Plan) adopted by City Council on January 27, 2010, Resolution No. 2010-004, along with their respective Policy Plan (General Plan) text and maps; and

WHEREAS, Section 65300 of the California Government Code of the State of California authorizes cities to prepare and update long-range comprehensive guides known as general plans; and

WHEREAS, the City of Ontario's Technical Update to the Policy Plan complies with Section 65300 in that it meets the state mandate of a general plan; and

WHEREAS, the Policy Plan is an integrated component within The Ontario Plan, the City's comprehensive long-term municipal business plan; and

WHEREAS, during the development of the Policy Plan, the City participated in Southern California Association of Governments (SCAG) regional planning programs including Regional Housing Needs Assessment (RHNA), and Regional Transportation Plan Sustainable Community Strategy (RTP/SCS); and

WHEREAS, the Policy Plan advances regional planning policies; and

WHEREAS, Section 65361 limits the amendment of a mandatory element of the Policy Plan to not more than four (4) times per year; and

WHEREAS, the Policy Plan contains nine elements: 1) Land Use, 2) Housing, 3) Parks and Recreation, 4) Environmental Resources, 5) Community Economics, 6) Safety, 7) Mobility, 8) Community Design, and 9) Social Resources; and

WHEREAS, the Land Use, Housing, Parks and Recreation, Environmental Resources, Safety and Mobility elements are mandatory elements of the Policy Plan per Section 65302; and

WHEREAS, the Community Economics, Community Design, and Social Resources elements are optional elements of the Policy Plan per Section 65302; and

WHEREAS, the Climate Adaptation and Resiliency, and Environmental Justice elements are woven throughout the policy plan; and

WHEREAS, the City of Ontario has determined that the existing General Plan required revision to bring the document into conformance with state law and to make all the elements internally consistent; and

WHEREAS, the City of Ontario has prepared a technical update to the Policy Plan (General Plan), to replace the current Policy Plan (General Plan) adopted in 2010, with exception to the Housing Element that was approved by the City Council on March 1, 2022 and pending the California Department of Housing and Community Developments (HCD's) review and certification; and

WHEREAS, The Ontario Plan 2050 – Policy Plan Supplemental Environmental Impact Report (SEIR) was reviewed, studied, and found to comply with the California Environmental Quality Act (CEQA); and

WHEREAS, the City of Ontario made The Ontario Plan 2050 website ([www.Ontarioplan.org/TOP2050](http://www.Ontarioplan.org/TOP2050)) including the Policy Plan, available for public review on May 9, 2022; and

WHEREAS, the City of Ontario conducted a virtual open house on June 14, 2021 to gain input from impacted property owners; and

WHEREAS, the City of Ontario conducted a virtual meeting with Community Health Improvement Association on June 24, 2021, to gain input from members of the public; and

WHEREAS, the City of Ontario conducted a virtual Community Workshop #1 on June 28, 2021, to gain input from members of the public; and

WHEREAS, the City of Ontario conducted a virtual Community Workshop #2 on July 29, 2021, to gain input from members of the public; and

WHEREAS, the City of Ontario conducted outreach events at Concerts in the Park on August 25, 2021 and August 26, 2021, to gain input from members of the public and participate in the Environmental Justice Survey; and

WHEREAS, the City of Ontario conducted an outreach event at Taste of Ontario on March 19, 2022, to provide an update to the TOP 2050 and gain input from members of the public; and

WHEREAS, the City of Ontario conducted a series of virtual Open House/Office Hours on March 31, 2022, April 28, 2022, and May 26, 2022, to provide brief overview of TOP 2050 and provide the public with an informal format to ask questions and share insights; and

WHEREAS, the City of Ontario conducted a series of outreach meeting with the Ontario's Teen Action Committee on June 6, 2022, June 15, 2022, and June 16, 2022, providing an overview of the TOP 2050, climate adaptation and resiliency, and the importance of civic participation; and

WHEREAS, the City of Ontario conducted an in-person open house located inside City Hall on June 30, 2022, to provide an overview of the TOP 2050 Update SEIR, Policy Plan, and Community Climate Action Plan, and gain input from members of the public; and

WHEREAS, the Planning Commission is responsible for reviewing updates to the Policy Plan (General Plan) and Map and forwarding a recommendation to the City Council on the adoption of the General Plan and Map; and

WHEREAS, on July 26, 2022, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the General Plan Update at which time all persons wishing to testify in connection with the General Plan Update were heard; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF ONTARIO:

**SECTION 1: Environmental Determination and Findings.** Based on the entire record before the Planning Commission and all written and oral evidence presented to the Planning Commission, the Planning Commission recommends that the City Council finds that the environmental effects of the General Plan Update (The Ontario Plan – Policy Plan) have been analyzed and discussed in the TOP 2050 Update SEIR in compliance with CEQA. The Planning Commission further recommends that the City Council find that the SEIR was prepared in compliance with CEQA, that the City complied with CEQA's procedural and substantive requirements, and that the SEIR is an accurate and objective statement that fully reflects the independent judgement of the City.

**SECTION 2: Planning Commission Action.** Based on the entire record before the Planning Commission, all written and oral evidence presented, and the findings made in this Resolution, the Planning Commission recommends that the City Council amend the Policy Plan (General Plan) as set forth in Attachment “A” (The Ontario Plan 2050– Policy Plan).

**SECTION 3: Recommendation.** Based on the entire record before the Planning Commission and all written and oral evidence presented, the Planning Commission recommends the City Council finds the General Plan Update (The Ontario Plan – Policy Plan) promotes the goals and objectives of the City of Ontario and leaves the General Plan Update a long-term, compatible, integrated, and internally consistent statement of policies for the following reasons:

A. **Land Use.** The General Plan Update (The Ontario Plan – Policy Plan) shows how the City of Ontario will develop, use and arrange land which is critical to achieving the Ontario Vision. Land is a finite and valuable resource. How it is used is a key factor in the City's economic future. As stewards of the land, the City must plan for uses and development that adds value to the community, in terms of function, design and fiscal return. Ontario is steadfast in its Vision, but the Policy Plan is flexible enough to accommodate the evolution of development types. Ontario desires to have distinct neighborhoods and activity centers; diversity of residential, employment, retail, entertainment, and community and recreational services; and a world-class airport which are connected through a unified mobility system. The Land Use Element reflects Ontario's Vision to be a complete community.

B. **Housing.** The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Housing Element in that it provides for development consistent with the existing and projected housing needs of the community. The General Plan Update (The Ontario Plan – Policy Plan) will maintain a supply of developable residential land adequate to accommodate the amount and type of projected household and job growth. The General Plan Update (The Ontario Plan – Policy Plan) will also ensure that residential sites are served by adequate infrastructure and services and with a range of housing types to accommodate a variety of incomes and lifestyles including the City's fair share of regional housing need. The General Plan Update (The Ontario Plan – Policy Plan) will also provide housing opportunities for groups with special needs and for all people regardless of race, religion, gender, marital status, ancestry or national origin.

C. **Parks & Recreation.** The General Plan Update (The Ontario Plan – Policy Plan) integrates parks and recreational spaces which are critical physical, social and psychological element of a complete community. Beyond merely providing recreational opportunities, carefully sited and well-designed parks serve a multitude of functions for the community: creating neighborhood identity, serving as focal points for gathering and celebration, and increasing and protecting environmental resources. Moreover, parks act

as the city's "breathing spaces", where people experience relief as they go about their daily routines.

D. Environmental Resources. Ontario's environmental resources are an integral part of our maturing City and are valued for the benefits they provide. Appropriately managed, they reduce health risks for residents and workers, lower energy and water costs, safeguard our water assets, and protect our environment. The systems that convey and treat water and waste, generate and distribute energy, promote beneficial air quality, and protect natural resources are essential to Ontario's health and prosperity. The General Plan Update (The Ontario Plan – Policy Plan) will manage resources comprehensively, utilizing natural and man-made systems that are both environmentally and economically sustainable.

E. Community Economics. The City's role is to create, maintain and grow economic value. Community shareholders, including property owners, tenants, families and businesses have invested in Ontario and should expect a return from those investments, including financial and qualitative returns, such as: quality of life, job opportunities, potential for business growth, sense of safety, healthy environment, responsive government, amenities and so much more - all of which is part of the Vision of being a "complete community". Their investments, in turn, generate returns for the community. A business investing in expansion creates new job opportunities for residents. A developer investing in new housing attracts new consumers for Ontario's retailers. These investments add municipal revenues, which the City reinvests in community facilities, public improvements, and services that increase shareholder returns. Through the Community Economics Element policies, The General Plan Update (The Ontario Plan – Policy Plan) commits itself to protecting these investments. Generating better and higher returns gives Ontario a competitive advantage to attract even more investment. This new investment and reinvestment creates a self-sustaining cycle of prosperity. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Community Economics Element.

F. Safety. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Safety Element in that it provides an appropriate land use distribution and orientation which protects the community from unreasonable risks associated with seismic, geologic, flood, wind, and wildfire hazards.

G. Mobility. Ontario is strategically located within a regional transportation network that includes an international airport with passenger and air cargo operations, three freeways, three freight rail lines, commuter and passenger rail services, public transit and a local network of streets and multi-purpose trails. This network provides multi-modal transportation options for those traveling within, to or through the City. This robust system creates unique opportunities for Ontario as a regional jobs hub and a complete community. Ontario's Vision to concentrate growth in key locations will allow the City to capitalize on this transportation system. Ontario's Vision is that there will be more mobility

options as the City and the region grow. Personal vehicles will continue to provide individual mobility and flexibility for travel, though fuel systems will change, and guidance technology will become much more sophisticated. Bus travel will be a convenient and reliable option. The commuter rail system will provide service all day throughout the region and high-speed rail may be developed for longer-distance trips. Air travel will be linked through a future multi-modal station in close proximity to ONT airport where access to many modes of transit will be available. Freight transportation via trucks, rail and air cargo will provide efficient movement of goods to the City, region and beyond while minimizing negative impacts. The mobility element will be coordinated with future land use patterns and levels of buildout. Access and connectivity to mobility options will be integrated into neighborhoods, centers, corridors and districts. The placement of housing, jobs and amenities in closer proximity to each other and design strategies focused on the pedestrian will make walking a desirable alternative and a connected regional system of multi-purpose trails will enable safe and convenient non-motorized travel. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Mobility Element.

H. Community Design. All members of the community—residents, business owners, workers, visitors and investors— need places and spaces that are both functional and appealing. Quality design of the built environment can: protect existing investments; achieve sustainable environments; create safe and pleasant places where people want to live, work and recreate; and add value to the community. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Community Design Element.

I. Social Resources. Access to healthcare, nutrition, and healthy environments, quality education, diverse community services and facilities and cultural opportunities are essential to a prosperous Ontario. All are critical to individual and community well-being and Ontario’s ability to attract residents and investors. However, direct control over delivery of healthcare, education, social services and cultural opportunities is in the hands of outside organizations. Therefore, the City must leverage the efforts of service providers within the region. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Social Resources Element.

**SECTION 4: Custodian of Records.** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East “B” Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

**SECTION 5: Certification to Adoption.** The Secretary shall certify to the adoption of the Resolution.

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The Secretary Pro Tempore for the Planning Commission of the City of Ontario shall certify as to the adoption of this Resolution.


I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 26th day of July 2022, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.



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Jim Willoughby  
Planning Commission Chairman

ATTEST:



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Rudy Zeledon  
Planning Director and  
Secretary to the Planning Commission

Planning Commission Resolution  
File No. PGPA20-002  
July 26, 2022  
Page 8

STATE OF CALIFORNIA                    )  
COUNTY OF SAN BERNARDINO        )  
CITY OF ONTARIO                        )

I, Gwen Berendsen, Secretary Pro Tempore of the Planning Commission of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. PC22-042, was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 26, 2022, by the following roll call vote, to wit:

AYES:           Anderson, Dean, DeDiemar, Gage, Lampkin, Ricci, Willoughby

NOES:           None

ABSENT:        None

ABSTAIN:       None



Gwen Berendsen  
Secretary Pro Tempore



**ATTACHMENT A:**

***Policy Plan  
A Component of The Ontario Plan 2050***



# City of Ontario Policy Plan

## A Component of The Ontario Plan 2050

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Public Review Draft | May 2022

Please note that this is a hard copy version of what is intended to be published in a web-based format.  
There are notations and placeholders for links throughout that are not active in this draft.



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**TABLE OF CONTENTS**

**INTRODUCTION..... 1**

    Purpose..... 1

**LAND USE ELEMENT ..... 2**

    Introduction ..... 2

    Purpose..... 2

    Principles..... 2

    Goals & Policies..... 3

        LU-1 Balance..... 3

        LU-2 Compatibility ..... 4

        LU-3 Flexibility..... 5

        LU-4 Phased Growth..... 6

        LU-5 Airport Planning ..... 6

    Exhibits: Tables and Figures..... 8

**HOUSING ELEMENT ..... 25**

    Introduction ..... 25

    Purpose..... 25

    Principles..... 25

    Goals & Policies..... 25

        H-1 Neighborhoods & Housing..... 25

        H-2 Housing Supply & Diversity..... 26

        H-3 Governmental Regulations ..... 27

        H-4 Housing Assistance..... 28

        H-5 Special Needs..... 29

    Exhibits: Documents Incorporated by Reference ..... 31

**PARKS AND RECREATION ELEMENT..... 32**

    Introduction ..... 32

    Purpose..... 32

    Principles..... 32

    Goals & Policies..... 32

        PR-1 Planning & Design..... 32

        PR-2 Programming ..... 34

    Exhibits: Figures..... 35

**ENVIRONMENTAL RESOURCES ELEMENT ..... 38**

    Introduction ..... 38

    Purpose..... 38

    Principles..... 38

    Goals & Policies..... 39

        ER-1 Water & Wastewater ..... 39

        ER-2 Solid Waste & Recycling..... 40

        ER-3 Energy ..... 41

        ER-4 Air Quality..... 42

        ER-5 Biological, Mineral & Agricultural Resources ..... 43

    Exhibits: Figures..... 45

**City of Ontario Policy Plan**  
**Table of Contents**

**COMMUNITY ECONOMICS ELEMENT ..... 47**

- Introduction ..... 47
- Purpose ..... 47
- Principles ..... 47
- Goals & Policies ..... 48
  - CE-1 Complete Community ..... 48
  - CE-2 Placemaking ..... 49
  - CE-3 Fiscal Decision-making ..... 50

**SAFETY ELEMENT ..... 52**

- Introduction ..... 52
- Purpose ..... 52
- Principles ..... 52
- Goals & Policies ..... 53
  - S-1 Seismic & Geologic Hazards ..... 53
  - S-2 Flood Hazards ..... 53
  - S-3 Fire & Rescue Hazards ..... 54
  - S-4 Noise Hazards ..... 55
  - S-5 Wind-Related Hazards ..... 56
  - S-6 Hazardous Materials & Waste ..... 57
  - S-7 Law Enforcement ..... 58
  - S-8 Emergency Management ..... 58
  - S-9 Energy Resiliency ..... 60
- Exhibits: Figures ..... 61
- Exhibits: Documents Incorporated by Reference ..... 74

**MOBILITY ELEMENT ..... 75**

- Introduction ..... 75
- Purpose ..... 75
- Principles ..... 76
- Goals & Policies ..... 76
  - M-1 Roadway System ..... 76
  - M-2 Active Transportation ..... 77
  - M-3 Public Transit ..... 78
  - M-4 Goods Movement ..... 80
  - M-5 Regional Transportation ..... 81
- Exhibits: Figures ..... 82

**COMMUNITY DESIGN ELEMENT ..... 87**

- Introduction ..... 87
- Purpose ..... 87
- Principles ..... 87
- Goals & Policies ..... 88
  - CD-1 Image & Identity ..... 88
  - CD-2 Design Quality ..... 89
  - CD-3 Urban, Mixed Use, and Transit-Oriented Place Types ..... 92
  - CD-4 Historic Preservation ..... 93
  - CD-5 Protection of Investment ..... 94
- Exhibits: Tables and Figures ..... 95

**City of Ontario Policy Plan**  
**Table of Contents**

**SOCIAL RESOURCES ELEMENT..... 117**

- Purpose..... 117
- Principles..... 117
- Goals & Policies..... 117
  - SR-1 Health ..... 117
  - SR-2 Education ..... 118
  - SR-3 Community & Leisure Activities ..... 119
  - SR-4 Library ..... 120
  - SR-5 Entertainment & Culture ..... 120

**TABLES**

- LU-02 Land Use Designations Summary Table ..... 10
- LU-03 Future Buildout Table ..... 18
- LU-05 Noise Level Exposure and Land Use Compatibility Guidelines ..... 24
- CD-02 Place Type Categories ..... 97

**FIGURES**

- LU-01 Official Land Use Plan..... 9
- LU-04 Mixed Use Areas ..... 21
- LU-05 Overlay Areas ..... 22
- LU-04 Airport Safety Zones & Influence Areas..... 23
- PR-01 Park & Recreational Facilities ..... 36
- PR-02 Equestrian Trails ..... 37
- ER-01 Environmental Justice Areas ..... 46
- S-01 Regional Faults & Fault Zones ..... 62
- S-03 Flood Hazard Zones ..... 64
- S-04 Dam Inundation Zones ..... 65
- S-05 Fire Hazard Severity Zones ..... 66
- S-06a Future Traffic Noise Contours ..... 67
- S-06b Future Rail Noise Contours..... 68
- S-06c Airport Noise Contours ..... 69
- S-07 Hazardous Materials Cleanup Sites ..... 70
- S-08 Critical Facilities..... 71
- S-09 Evacuation Constrained Areas..... 72
- S-10 Evacuation Routes ..... 73
- M-01 Roadway Classifications ..... 83
- M-02 Multipurpose Trails & Bikeways..... 84
- M-03 Public Transit..... 85
- M-04 Truck Routes..... 86
- CD-01 Place Types ..... 96
- CD-03 Downtown District Place Type ..... 101
- CD-04 Airport Metro / Entertainment District Place Type ..... 103
- CD-05 Guasti District Place Type..... 105

# City of Ontario Policy Plan

## Table of Contents

---

CD-06 South Euclid District Place Type .....	107
CD-07 South Employment District Place Type.....	109
CD-08 Corridor Place Types.....	111
CD-09 Neighborhood Center Place Types.....	114

## DOCUMENTS INCORPORATED BY REFERENCE

Housing Element Technical Report.....	31
Local Hazard Mitigation Plan .....	74
Vulnerability Assessment Report .....	74

## APPENDICES

### APPENDIX A. IMPLEMENTATION ACTIONS RELATED TO ENVIRONMENTAL JUSTICE AND CLIMATE ADAPTATION AND RESILIENCY

### APPENDIX B. GLOSSARY OF TERMS AND ABBREVIATIONS

## INTRODUCTION

The Policy Plan states long-term goals, principles, and policies for achieving Ontario’s Vision. It guides growth and development to achieve optimum results from the City’s physical, economic, environmental, and human resources. The Policy Plan serves as the City’s General Plan, which is mandated by state law. General Plans are required to include eight topics (Land Use, Housing, Circulation, Noise, Safety, Open Space and Conservation, and Environmental Justice). The organization of these eight topics, and any optional topics, are determined by the local jurisdiction. The General Plan is required to be comprehensive in nature and internally consistent.

Ontario’s General Plan is made up of nine elements: Land Use, Housing, Mobility, Safety (including Noise), Environmental Resources (including Conservation), Parks and Recreation (including Open Space), Community Economics, Community Design, and Social Resources. Environmental Justice is woven throughout the Policy Plan.

While State law requires Housing and Safety Elements to be updated every eight years, the State Office of Planning and Research recommends that local jurisdictions comprehensively update their General Plan every 10-15 years. Ontario’s last comprehensive General Plan update was adopted in 2010. The Housing Element was updated in 2022.

In addition to acting as to the City’s General Plan, the Policy Plan incorporates the goals and policies necessary for the City to achieve its full Vision beyond what state law mandates.

The Policy Plan is intended to be a long-term policy document. It includes abiding principles for each element, goals (what we want to achieve) and policies (how we accomplish these goals). The short-term actions needed to implement the Policy Plan are housed in a separate Implementation Plan. The portion of the Implementation Plan related to Housing, Environmental Justice, and Safety Element regulations are part of the Policy Plan as required by state law; all other portions of the Implementation Plan are not and do not require an amendment to the Policy Plan to be updated.

## Purpose

The Policy Plan:

- Takes a fresh look at the changing circumstances within the City and the region since the previous Policy Plan was adopted.
- Establishes a strong, yet flexible policy base that moves the City towards its Vision.
- Incorporates the current ([link](#)) City Council Priorities (goals and objectives) into this policy document which will help guide future Council efforts when the plan is updated or revised.
- Complies with State requirements for local general plans.
- Imbeds the City’s governance ([link](#)) approach into how it operates and makes decisions.

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## LAND USE ELEMENT

### Introduction

How we develop, use and arrange our land is critical to achieving the Ontario Vision. Land is a finite and valuable resource. How we use it becomes a key factor in the City's economic future. As stewards of the land, the City must plan for uses and development that adds value to the community in terms of function, design, and fiscal return. We are steadfast in our Vision, but the Policy Plan is flexible enough to accommodate the evolution of development types.

We desire Ontario to have distinct neighborhoods and activity centers, corridors, and districts; diversity of residential, employment, retail, entertainment, community, and recreational services; and a world-class airport which are connected through a unified mobility system. The Land Use Element reflects Ontario's Vision to be a complete community.

### Purpose

The Land Use Element:

- Designates the distribution, location, and balance of land uses.
- Describes the desired build-out of Ontario
- Describes building intensity standards for each land use.
- Communicates population density.
- Ensures compatibility between land uses.

### Principles

The City believes:

- Development that supports the Vision will strengthen the City's economy.
- New growth will enhance the quality of life in the entire community, including our existing neighborhoods.
- Land uses and development should be consistent with the Vision while protecting the quality of life in existing neighborhoods.
- Our development review process should incorporate flexible standards to achieve our Vision.
- The way land is used and developed will determine our revenue base and expenditures.



## Goals & Policies

### LU-1 Balance

Ontario is poised to experience extraordinary growth. Achieving this growth in a manner that is consistent with our Vision requires a delicate balancing act. For instance, the City must balance the benefits and impacts of being a regional urban and transportation hub with the livability of our neighborhoods.

As an active participant in regional planning, Ontario contributes to the regional jobs-housing balance by providing significant office, industrial and retail employment opportunities while focusing this growth strategically to minimize development impacts on established neighborhoods.

**Goal LU-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.

### *Policies*

- LU-1.1 Strategic Growth.** We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the development of transit, and support the expansion of the active and multimodal transportation networks throughout the City. (Link to Mobility Element Policies M2-M-2.1, M3-M-3.3; Community Design Element *Image and Identity* Section; Community Design Policies CD-3.1, CD-3.3, CD-3.6)
- LU-1.2 Sustainable Community Strategy.** We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.
- LU-1.3 Adequate Capacity.** We require adequate infrastructure and services for all development.
- LU-1.4 Multimodal Mobility.** We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities (Link to Mobility Element Policies M-2.1, M-3.3; Community Design Element Policy CD-2.6, CD-3.1, CD-3.3, CD3.6).
- LU-1.5 Jobs-Housing Balance.** We coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance. (Link to Community Economics Element Policy CE-1.1; Mobility Element Policy M-1.6)

- LU-1.6 Complete Community.** 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. (Link to Community Economics Element *Complete Community* Section; Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section)
- LU-1.7 Revenues and Costs.** We require future amendments to our Land Use Plan to be accompanied by analyses of fiscal impacts. (Link to Community Economics Policy CE-3.2)

## LU-2 Compatibility

The Land Use Plan provides for a wide range of land uses, including residential, industrial, office, and commercial. Some land use designations and the uses permitted within them are compatible, while others have the potential to create adverse impacts. The City utilizes land use regulations, site planning, and design controls to achieve compatibility.

### Goal LU-2 Compatibility between a wide range of uses and resultant urban patterns and forms.

#### *Policies*

- LU-2.1 Land Use Decisions.** We minimize adverse impacts on adjacent properties when considering land use and zoning requests.
- LU-2.2 Buffers.** We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas. (Link to Community Design Element)
- LU-2.3 Hazardous Uses.** We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials. (Link to Safety Element *Hazardous Materials & Waste* Section, including Policies S-6.4 and S-6.5)
- LU-2.4 Regulation of Nuisances.** We regulate the location, concentration, and operation of potential nuisances.
- LU-2.5 Regulation of Uses.** We regulate the location, concentration, and operation of uses that have impacts on surrounding land uses.
- LU-2.6 Infrastructure Compatibility.** We require infrastructure to be aesthetically pleasing and in context with the community character.
- LU-2.7 Inter-jurisdictional Coordination.** We maintain an ongoing liaison with ONT, Caltrans, Public Utilities Commission, the railroads, and other agencies to help minimize impacts and improve the operations and aesthetics of their facilities.

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- LU-2.8**      **Transitional Areas.** We require development in transitional areas to protect the quality of life of current residents.
- LU-2.9**      **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.
- LU-2.10**     **Sensitive Uses.** We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.
- LU-2.11**     **Context-Aware Transitions and Connections.** We require new development projects and land-planning efforts to provide context-aware and appropriate transitions and connections between existing and planned neighborhoods, blocks, sites, and buildings. (Link to Community Design Element Policies CD-1.1, CD-1.3, CD-3.4)

### LU-3 Flexibility

Our Policy Plan and implementing regulations are designed to focus growth in key areas; however, they cannot address every situation. In order to take advantage of opportunities or remove impediments to achieving our Vision of a complete community, we need the ability to quickly respond to changing market conditions and innovative development proposals. This is accomplished through our planning incentive program and flexible application of development standards.

**Goal LU-3**     **Staff, regulations and processes that support and allow flexible response to conditions and circumstances in order to achieve the Vision.**

#### *Policies*

- LU-3.1**      **Development Standards.** We maintain clear development standards which allow flexibility to achieve our Vision and provide objective standards that ensure predictability and deliver the intended physical outcomes. (Link to Community Design Element *Design Quality* and *Urban, Mixed Use, and Transit-oriented Place Types* Sections)
- LU-3.2**      **Design Incentives.** We offer design incentives to help projects achieve the Vision. (Link to Community Design Element)
- LU-3.3**      **Land Use Flexibility.** We consider uses not typically permitted within a land use category if doing so improves livability, reduces vehicular trips, creates community gathering places and activity nodes, and helps create identity.

### LU-4 Phased Growth

As we progress, we will face development decisions that require us to balance short and long-term costs and benefits. In some cases, conditions necessary for development of the type and scale that fully realizes our Vision may be years in the future. But opportunities that can add immediate value may present themselves. We will allow interim development in our growth areas, provided it can be modified or replaced when circumstances for development more reflective of our Vision are right. We will not allow development that impedes, precludes, or compromises our ability to achieve our Vision.

**Goal LU-4** Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.

#### *Policies*

**LU-4.1** **Commitment to Vision.** We are committed to achieving our Vision but realize that it may take time and several interim steps to get there.

**LU-4.2** **Interim Development.** We allow development in urban, mixed use, and transit-oriented Place Types that is not immediately reflective of our ultimate Vision for the Place Type, provided it can be modified or replaced when circumstances are right to support development aligned with the Place Type Vision. We will not allow development that impedes, precludes, or compromises our ability to achieve our Vision. (Link to Community Economics Element Policy CE-2.3; Community Design Element Policy CD-1.2; Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* section).

**LU-4.3** **Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.

**LU-4.4** **Shared Infrastructure.** We encourage and facilitate the use of shared infrastructure (including shared or managed parking) in urban, mixed use, and transit-oriented Place Types. (Link to Community Design Element Policy CD-3.6)

### LU-5 Airport Planning

Airports play a significant role in regional and local economies providing critical services such as business travel, tourism, and emergency response. The City benefits from having two airports in close proximity, Ontario International Airport (ONT) and Chino Airport, and is responsible for implementing measures to ensure their orderly expansion while protecting the public from excessive noise and safety hazards. ONT and Chino Airport are part of a national aviation transportation system that is overseen by federal, state and local governments.

ONT is a medium-hub commercial airport. Centrally located within the City, ONT is the single most prominent land use in Ontario. Chino Airport, a general aviation airport, is located outside the City along the southern boundary. This section addresses the impacts of the airports.

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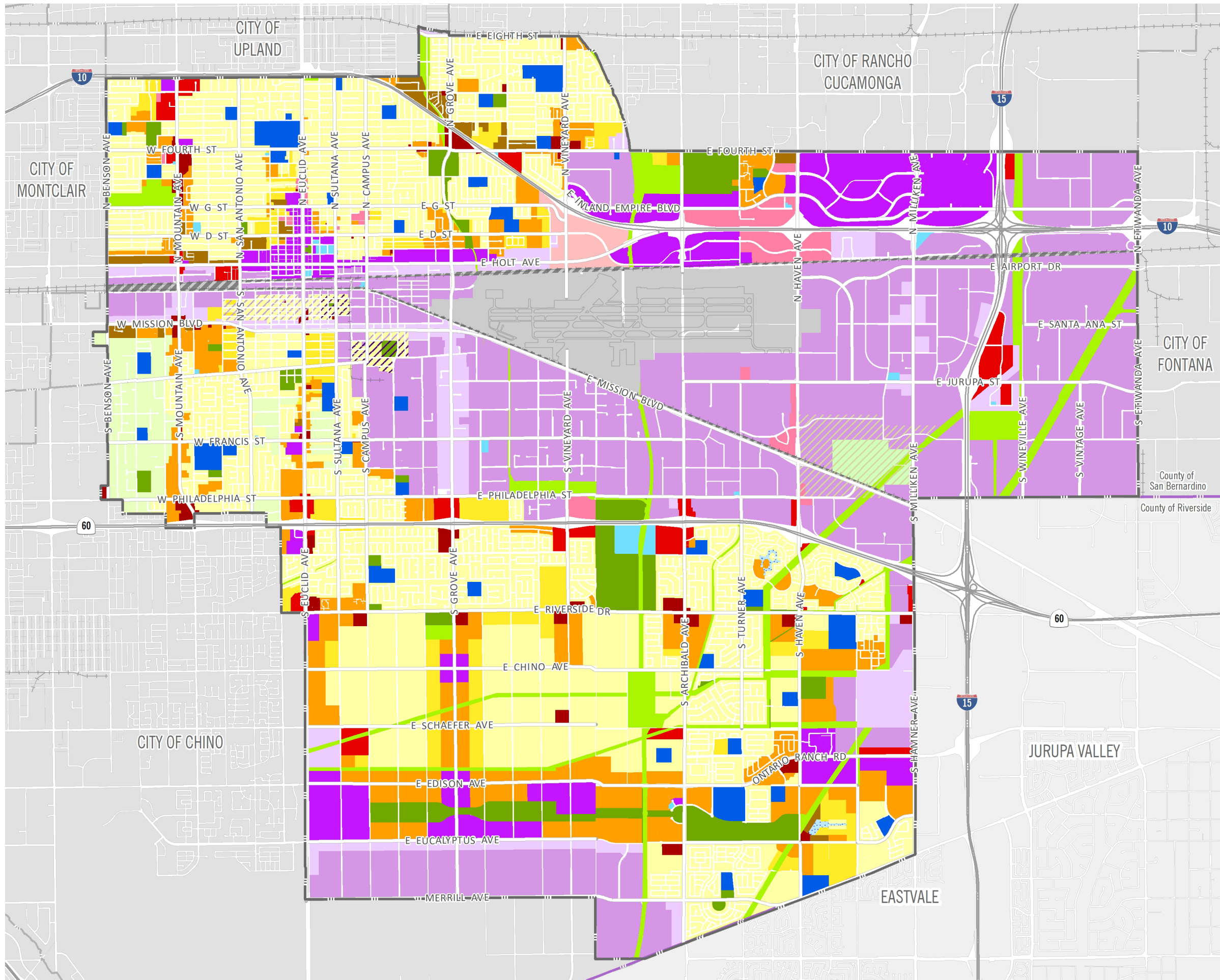
**Goal LU5**      **Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.**

*Policies*

- LU-5.1**      **Coordination with Airport Authorities.** 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.
- LU-5.2**      **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 airport land use compatibility plans for ONT and Chino Airport.
- LU-5.3**      **Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes.
- LU-5.4**      **ONT Growth Forecast.** We support and promote an ONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.
- LU-5.5**      **Airport Compatibility Planning for ONT.** We create and maintain the Airport Land Use Compatibility Plan for ONT.
- LU-5.6**      **Alternative Process.** We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.
- LU-5.7**      **ALUCP Consistency with Land Use Regulations.** We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.
- LU-5.8**      **Chino Airport.** We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.

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**Exhibits: Tables and Figures**



LAND USE

Figure LU-01  
Official Land Use Plan

- Ontario City Boundary
- County Boundary
- Rail Network
- Overlay Zones**
  - Business Park
  - Industrial
  - Landfill Impact Area
- Proposed Land Use**
  - Residential**
    - RR Rural Residential
    - LDR Low Density Residential
    - LMDR Low Medium Density Residential
    - MDR Medium Density Residential
    - HDR High Density Residential
  - Mixed-Use**
    - MU Mixed Use
  - Commercial**
    - NC Neighborhood Commercial
    - GC General Commercial
    - OC Office Commercial
    - HOS Hospitality
  - Employment**
    - BP Business Park
    - IND Industrial
  - Other**
    - OS-NR Open Space - Non-Rec
    - OS-R Open Space - Recreation
    - OS-W Open Space - Water
    - PF Public Facility
    - PS Public School
    - ARPT Airport
    - LF Landfill
    - Rail



### LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
<p><b>Residential</b> – A wide range of housing densities and products to meet the demand of current and future residents with varying lifestyles. In addition to the residential uses described below, other uses such as schools, parks, childcare facilities, utilities, live-work units, and other public/institutional uses that are determined to be compatible with, oriented towards the needs of residential neighborhoods they serve, and those that help enhance community may also be allowed. When calculating the number of units permitted, the existing parcel size, before required dedication, shall be used. For developments that 1) encompass multiple properties and/or districts in established specific plans, 2) contain more than one land use designation, and 3) are located South of Riverside Drive, the maximum number of units permitted for the development may be spread over the entire site thereby allowing the blending of residential densities.</p>		
Rural	0 to 2.0 dwelling units per acre	Single-family detached residences, typically in an estate setting.
Low Density <sup>1</sup>	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density <sup>1</sup>	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density <sup>1</sup>	11.1 to 25.0 <sup>2,3</sup> dwelling units per acre	Single/multi-family attached and detached residences including townhouses, stacked flats, courtyard homes, and small lot single-family subdivisions.
High Density <sup>1</sup>	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
<p><b>Retail/Service</b> – A full spectrum of retail, service, professional, office, medical, tourist-related, and entertainment uses at a range of intensities to respond to market demand and the character of the surrounding environment. In addition to the retail/service uses described below, other uses such as parks, childcare facilities, live-work units, utilities, and other public/institutional uses that are determined to be compatible with, oriented towards the needs of the surrounding neighborhood, and those that help enhance community may also be allowed.</p>		
Neighborhood Commercial <sup>1</sup>	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial <sup>1</sup>	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office/Commercial <sup>1</sup>	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.



### LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Hospitality <sup>1</sup>	1.00 FAR	Regional serving tourist-serving, retail, entertainment, and service uses such as convention centers, hotels/motels, and restaurants.
<p><b>Employment</b> – An array of employment uses, such as manufacturing, distribution, research and development, and office, at a range of intensities to meet the demand of current and future market conditions. In addition to the employment uses described below, other uses such as parks, live-work units, utilities, and other public/institutional uses that are determined to be compatible with and oriented towards the surrounding community may also be allowed.</p>		
Business Park <sup>1</sup>	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, “clean” industry, light manufacturing, and supporting retail within a business park setting.
Industrial <sup>1</sup>	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.  If office uses and/or multiple tenant uses are developed on parcels fronting on the Milliken, Haven, and Archibald corridors, a FAR of 0.60 may be used.
<b>Other</b>		
Open Space - Non-Recreation <sup>1</sup>	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space - Parkland <sup>1</sup>	Not applicable	Recreational facilities, such as tot-lots, parks, golf courses, and sports complexes and joint-use facilities with schools, utilities, and drainage facilities.
Public Facility <sup>1</sup>	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School <sup>1</sup>	Not applicable	Public schools (K-12) and universities.
Airport	Not applicable	Airport, including terminals, parking, service commercial, distribution, hangers, repair, and warehousing.
Landfill	Not applicable	Allows for the use, operation, and reclamation of the Milliken Landfill. If the site is reclaimed, the City will

### LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		consider a host of uses including a transit station and multimodal transfer station.
<p><b>Mixed Use</b> – An intense mixture of uses that, when concentrated, create focal points for community activity and identity and facilitate walking, biking, and the use of transit. The Mixed Use land use category accommodates a horizontal and/or vertical mixture of retail, service, office, restaurant, entertainment, cultural, and residential uses.</p> <ul style="list-style-type: none"> <li>Density, intensity and intended character varies by area, as generally described below, and defined in detail under the applicable Place Type in the Community Design Element.</li> <li>The densities and intensities of the Mixed Use designation represent the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as a specific plan, or planned unit development.</li> <li>The maximum amount of development in each Mixed Use area shall be limited by the Future Buildout Projections detailed in Table LU-03. Further direction regarding land use distributions, densities and intensities within some of these areas are provided by specific plans as noted below.</li> <li>Most Mixed Use areas are the focal point of the City's Place Type designations illustrated on Figure CD-01 and noted below. Place Types are defined in the Community Design Element, and the vision for the intended outcome and character of each area is established and illustrated in the Place Type Figures noted below.</li> </ul>		
<p>Mixed Use - Downtown<sup>1</sup> (MU-Downtown)</p>	<ul style="list-style-type: none"> <li>25.0 to 75.0 dwelling units per acre</li> <li>2.0 FAR for retail and office uses</li> </ul> <p><i>Subject to PUD at City's discretion</i></p>	<p>Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues. [Link to Community Design Element <i>Urban, Mixed Use, and Transit-oriented Place Types</i> Section, Community Design Element <i>Exhibits CD-01, CD-02, CD-03 and CD-08</i>]</p>
<p>Mixed Use - Holt Blvd<sup>1</sup> (MU-Holt)</p>	<ul style="list-style-type: none"> <li>14.0<sup>2</sup> to 40.0 dwelling units per acre</li> <li>2.0 FAR for office uses</li> <li>1.0 FAR for retail uses</li> </ul> <p><i>Subject to PUD at City's discretion</i></p>	<p>This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center. [Link to Community Design Element <i>Urban, Mixed Use, and Transit-oriented Place Types</i> Section, Community Design Element <i>Exhibits CD-01, CD-02, CD-08 and CD-09</i>]</p>
<p>Mixed Use - Meredith<sup>1</sup> (MU-Meredith)</p>	<ul style="list-style-type: none"> <li>14.0 to 125.0 dwelling units per acre</li> <li>3.0 FAR for office and retail uses</li> </ul>	<p>This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects. [Link to Community Design Element <i>Urban, Mixed Use, and Transit-oriented Place Types</i> Section, Community Design Element <i>Exhibits CD-01, CD-02, and CD-08</i>]</p>

### LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
<p>Mixed Use - <sup>1</sup>Multimodal<sup>1</sup> (<i>MU-Multimodal</i>)</p>	<ul style="list-style-type: none"> <li>• 20.0 to 80.0 dwelling units per acre</li> <li>• 1.0 FAR for office and retail uses</li> </ul>	<p>The Multimodal Mixed Use Area is under consideration for our future multimodal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively designed multimodal transportation center that serves the City of Ontario and the region at-large. [Link to Community Design Element <i>Urban, Mixed Use, and Transit-oriented Place Types</i> Section, Community Design Element <i>Exhibits CD-01, CD-02, and CD-05</i>]</p>
<p>Mixed Use - Inland Empire Corridor<sup>1</sup> (<i>MU-Inland Empire</i>)</p>	<ul style="list-style-type: none"> <li>• 14.0 to 30.0 dwelling units per acre</li> <li>• 2.0 FAR for office uses</li> <li>• 1.0 FAR for retail uses</li> </ul>	<p>Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. Commercial uses that relate to the park are envisioned for the area West of the regional park. [Link to Community Design Element <i>Urban, Mixed Use, and Transit-oriented Place Types</i> Section, Community Design Element <i>Exhibits CD-01, CD-02, and CD-08</i>]</p>
<p>Mixed Use - Guasti<sup>1</sup> (<i>MU-Guasti</i>)</p>	<ul style="list-style-type: none"> <li>• 25.0 to 65.0 dwelling units per acre</li> <li>• 1.0 FAR for office and retail uses</li> </ul>	<p>This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high-quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element <i>Urban, Mixed Use, and Transit-oriented Place Types</i> Section, Community Design Element <i>Exhibits CD-01, CD-02, and CD-05</i>]</p>
<p>Mixed Use - Ontario Center<sup>1</sup> (<i>MU-Ontario Center</i>)</p>	<ul style="list-style-type: none"> <li>• 20.0 to 125.0 dwelling units per acre</li> <li>• 2.0 FAR for office uses</li> <li>• 1.0 FAR for retail uses</li> </ul>	<p>This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed use buildings, iconic architecture, and regionally significant uses, such as the City owned arena and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this</p>

### LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		<p>area, the Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to the City's northern boundary along 4th Street. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element <i>Urban, Mixed Use, and Transit-oriented Place Types</i> Section, Community Design Element <i>Exhibits CD-01, CD-02, and CD-04</i>]</p>
<p>Mixed Use - Ontario Mills<sup>1</sup> (MU-Ontario Mills)</p>	<ul style="list-style-type: none"> <li>• 25.0 to 85.0 dwelling units per acre</li> <li>• 1.5 FAR for office uses</li> <li>• 1.0 FAR for retail uses</li> </ul>	<p>This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, and multi-family (3-5 story) residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element <i>Urban, Mixed Use, and Transit-oriented Place Types</i> Section, Community Design Element <i>Exhibits CD-01, CD-02, and CD-04</i>]</p>
<p>Mixed Use - Rich Haven (MU-Rich Haven)</p>	<ul style="list-style-type: none"> <li>• 14.0 to 50.0 dwelling units per acre</li> <li>• 0.7 FAR for office and retail uses</li> </ul> <p><i>Subject to approved Specific Plan</i></p>	<p>The Rich-Haven Mixed Use Area is within the Rich-Haven Specific Plan. This area is envisioned as a low-rise (3-5 stories), primarily horizontal mixture of retail, office, medical, and residential uses. The greatest level of intensity is envisioned along Ontario Ranch Road and Hamner Avenue.</p>
<p>Mixed Use - Great Park<sup>1</sup> (MU-Great Park)</p>	<ul style="list-style-type: none"> <li>• 14.0 to 65.0 dwelling units per acre<sup>2</sup></li> <li>• 1.5 FAR for office uses</li> <li>• 1.0 FAR for retail uses</li> </ul> <p><i>Subject to Specific Plan<sup>3</sup></i></p>	<p>The Great Park Mixed Use Areas are envisioned as the southwestern—activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road. [Link to Community Design Element <i>Urban, Mixed Use, and Transit-oriented Place Types</i> Section, Community Design Element <i>Exhibits CD-01, CD-02, CD-06, CD-09</i>]</p>

### LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Grove <sup>1</sup> (MU-Grove)	<ul style="list-style-type: none"> <li>• 14.0<sup>2</sup> to 65.0 dwelling units per acre</li> <li>• 1.5 FAR for office uses</li> <li>• 1.0 FAR for retail uses</li> </ul> <i>Subject to Specific Plan<sup>3</sup>; subject to PUD at City's discretion</i>	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element <i>Urban, Mixed Use, and Transit-oriented Place Types</i> Section, Community Design Element Exhibits CD-01, CD-02, and CD-09]
Mixed Use - Eucalyptus / Chino Airport Overlay <sup>1</sup> (MU-EU)	<ul style="list-style-type: none"> <li>• 25.0 to 45.0 dwelling units per acre (outside of airport safety zone)</li> <li>• 2.0 FAR for office and vertically-mixed uses</li> <li>• 0.60 FAR for business park and retail uses</li> </ul> <i>Subject to Specific Plan<sup>3</sup></i>	Envisioned to primarily accommodate employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the park and maintain compatibility with surrounding residential areas. Stand-alone and mixed use residential is permitted outside of the Chino Airport safety zone, primarily centered on Grove. Business park uses, such as research and development and “clean” industrial are also permitted provided they do not involve the frequent use of trucks (Class 4 or higher) as part of its primary activities. [Link to Community Design Element <i>Urban, Mixed Use, and Transit-oriented Place Types</i> Section, Community Design Element Exhibits CD-01, CD-02, and CD-07]
Mixed Use - Parkside <sup>1</sup> (MU-PS)	<ul style="list-style-type: none"> <li>• 25.0 to 45.0 dwelling units per acre</li> <li>• 1.0 FAR for retail uses</li> </ul> <i>Subject to approved Specific Plan</i>	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place and serve the surrounding residents. [Link to Community Design Element <i>Urban, Mixed Use, and Transit-oriented Place Types</i> Section, Community Design Element Exhibits CD-01, CD-02, and CD-09]
Mixed Use - Neighborhood Activity Hubs <sup>1</sup> (MU-NH)	<ul style="list-style-type: none"> <li>• 20.0 to 75.0 dwelling units per acre</li> <li>• 1.0 FAR for retail and office</li> </ul> <i>Subject to Specific Plan<sup>3</sup>; projects outside of Ontario Ranch subject to PUD at City's discretion</i>	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element <i>Urban, Mixed Use, and Transit-oriented Place Types</i> Section, Community Design Element Exhibits CD-01, CD-02, and CD-09]
<b>Overlays</b> – An overlay is intended to reflect a particular characteristic of an area and is applied “over” an underlying land use designation to provide guidance above and beyond the underlying land use designation.		
Business Park Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Business Park land use designations shall apply.	This area is within existing and future noise and safety impact zones of Ontario International Airport. This overlay allows residential uses to transition to a Business Park land use if an entire block can be recycled to a Business Park use and the block is contiguous to another non-residential block. In these cases, the City shall be

### LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		responsible for the necessary amendments to the Policy Plan Map and Development Code.
Industrial Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Industrial land use designations shall apply.	This area is within existing and future noise and safety impact zones of Ontario International Airport. This overlay allows residential uses to transition to an industrial land use if an entire block can be recycled to an Industrial use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
ONT Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those uses. Refer to the Airport Land Use Compatibility Plan for Ontario International Airport.
Chino Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those Uses. Refer to the Ontario Development Code for Chino Airport land use policies and criteria for development.
Landfill Impact Area	Varies	Lands immediately surrounding the Milliken Landfill may be contaminated or have other landfill-related hazards that may limit allowable uses, as well as site design. Development in this area requires the submission of a detailed environmental analysis.
<b>Plan Required Overlay</b> – Denotes areas where specific plans or planned unit development plans are required prior to development, with final determination at the discretion of the City. See adopted specific plans and planned unit development in the City on the City’s website.		
Ontario Airport Metro Center	Per approved individual specific plans	Envisioned as the most intensive area outside of downtown Los Angeles with a vertical and horizontal mixture of regional-serving retail, office, restaurant, entertainment, cultural, and residential uses in low to mid-rise buildings (3-10 stories). See adopted specific plans for more detail.
Ontario Ranch	Per approved individual specific plans <sup>3</sup>	Envisioned as a mixture of residential neighborhoods integrated with areas of high intensity (3-10 stories) with a mixture of employment, retail, service, entertainment, cultural, and residential uses united by a network of greenways/trails, open spaces, amenities, and infrastructure. All development to be oriented toward or designed to leverage the “Great Park,” a linear open space amenity

### LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		containing active and passive recreational features, gardens, water features, and cultural facilities. Additional direction may be provided through the application of place types and specific plans.
Downtown	Per approved planned unit development (PUD may be waived at City's discretion) <sup>3</sup>	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues. See the Downtown District Plan in the City's development code for more detail.

Notes:

1. Some parcels with this designation may fall within a Place Type, which characterizes the vision and urban design intent within a specified area. If any portion of a parcel is within a Place Type boundary, as shown in Figure CD-01, Place Types in the Community Design Element, that parcel is subject to Goal CD-3, and related policies. Projects must demonstrate that they are consistent with the vision and policy intent for the applicable Place Type as defined in Exhibits CD-02 through CD-09. Link to Community Design Element *Urban, Mixed-Use, and Transit-oriented Place Types* Section.
2. Parcels designated as MDR within the affordable housing overlay zoning district allow a maximum density of 30 dwelling units per acre if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements of the overlay zone.
3. All parcels within the affordable housing overlay zoning district have a minimum density of 20 dwelling units per acre. All parcels within the affordable housing overlay zoning district are exempt from the specific plan requirement if there is no existing specific plan and the project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements of the overlay zone.

LU-03 Future Buildout Table

Land Use	Acres <sup>2</sup>	Assumed Density/Intensity <sup>3</sup>	Units	Pop <sup>4</sup>	Non-Residential Square Feet	Jobs <sup>5</sup>
<b>Residential</b>						
Rural	529	2.0 du/ac	1,057	3,863	-	-
Low Density <sup>6,7</sup>	6,509	5.9 du/ac (north of Riverside Dr)	36,173	132,167	-	-
		4.5 du/ac (south of Riverside Dr) <sup>7</sup>				
Low-Medium Density <sup>6</sup>	889	8.5 du/ac	7,197	26,363	-	-
Medium Density <sup>7</sup>	2,237	18.0 du/ac (north of Riverside Dr)	45,469	147,233	-	-
		22.0 du/ac (south of Riverside Dr) <sup>8</sup>				
High Density	206	25.0 du/ac	5,299	13,577	-	-
<b>Subtotal</b>	<b>10,370</b>		<b>95,495</b>	<b>323,203</b>	-	-
<b>Mixed Use</b>						
• Downtown	128	<ul style="list-style-type: none"> <li>60% of the area at 35 du/ac</li> <li>40% of the area at 0.80 FAR for office and retail</li> </ul>	2,678	6,862	1,777,586	3,973
• East Holt Boulevard <sup>8</sup>	65	<ul style="list-style-type: none"> <li>75% of the area at 30 du/ac</li> <li>25% of area at 0.80 FAR retail</li> </ul>	1,473	3,773	570,156	475
• West Holt Boulevard <sup>8</sup>	1	<ul style="list-style-type: none"> <li>75% of the area at 30 du/ac</li> <li>25% of area at 0.80 FAR retail</li> </ul>	33	84	12,678	11
• Meredith	91	<ul style="list-style-type: none"> <li>50% of the area at 40 du/ac</li> <li>50% at 0.35 FAR for retail uses</li> </ul>	1,815	4,651	691,939	577
• Multimodal Transit Center	73	<ul style="list-style-type: none"> <li>15% of the area at 60 du/ac</li> <li>60% of the area at 1.0 FAR office and retail</li> <li>25% of the area at 0.70 FAR Lodging</li> </ul>	653	1,673	2,449,557	5,993
• Inland Empire Corridor	37	<ul style="list-style-type: none"> <li>82% of the area at 10 du/ac</li> <li>18% of area t 0.35 FAR retail</li> </ul>	300	769	100,455	84
• Guasti	86	<ul style="list-style-type: none"> <li>30% of the area at 30 du/ac</li> <li>15% of area at 1.0 FAR retail</li> <li>30% of area at 0.70 FAR office</li> <li>25% of area at 0.70 FAR Lodging</li> </ul>	777	1,991	2,012,077	3,848
• Ontario Center <sup>8</sup> (south of Concourse & east of Haven)	186	<ul style="list-style-type: none"> <li>40% of area at 40 du/ac</li> <li>20% of area at 1.0 FAR office</li> <li>30% of area at 0.70 FAR retail</li> </ul>	3,729	9,553	3,329,507	7,327
• Ontario Center <sup>8</sup> (north of Concourse & west of Haven)	169	<ul style="list-style-type: none"> <li>75% of area at 40 du/ac</li> <li>10% of area at 1.00 FAR office</li> <li>15% of area at 0.80 FAR retail</li> </ul>	5,076	13,006	1,621,435	3,417
• Ontario Mills	249	<ul style="list-style-type: none"> <li>40% of area at 40 du/ac</li> <li>5% of area at 0.75 FAR office</li> <li>55% of area at 0.50 FAR retail</li> </ul>	3,990	10,223	3,394,666	3,971
• Rich-Haven <sup>2</sup>	154	<ul style="list-style-type: none"> <li>30% of area at 35 du/ac</li> <li>70% of area at 0.70 FAR office and retail</li> </ul>	3,311	6,621	6,729,889	17,188
• Parkside	3	<ul style="list-style-type: none"> <li>50% of the area at 35 du/ac</li> <li>50% of area at 0.80 FAR retail</li> </ul>	52	132	51,440	129



### LU-03 Future Buildout Table

Land Use	Acres <sup>2</sup>	Assumed Density/Intensity <sup>3</sup>	Units	Pop <sup>4</sup>	Non-Residential Square Feet	Jobs <sup>5</sup>
• Eucalyptus/ Chino Airport <sup>2</sup>	105	<ul style="list-style-type: none"> <li>• 40% of the area at 35 du/ac</li> <li>• 10% of area at 0.80 FAR retail</li> <li>• 20% of area at 1.00 FAR office</li> <li>• 30% of area at 0.60 FAR business park (industrial)</li> </ul>	1,471	3,769	2,059,760	4,008
• Grove <sup>2</sup>	36	<ul style="list-style-type: none"> <li>• 65% of the area at 35 du/ac</li> <li>• 25% of area at 0.80 FAR retail</li> <li>• 10% of area at 0.70 FAR Office</li> </ul>	821	2,104	385,285	630
• Great Park <sup>2</sup>	305	<ul style="list-style-type: none"> <li>• 30% of area at 25 du/ac</li> <li>• 30% of area at 0.35 FAR for office</li> <li>• 40% of area at 0.30 FAR for retail uses</li> </ul>	7,470	19,141	2,789,181	4,930
• Neighborhood Activity Hub <sup>8</sup> (Mountain Village)	8	<ul style="list-style-type: none"> <li>• 50% of the area at 35 du/ac</li> <li>• 50% of area at 0.80 FAR retail</li> </ul>	137	350	136,070	340
• Neighborhood Activity Hub <sup>8</sup> (Mountain & Fourth)	7	<ul style="list-style-type: none"> <li>• 70% of the area at 50 du/ac</li> <li>• 30% of area at 0.80 FAR retail</li> </ul>	251	643	75,008	188
• Neighborhood Activity Hub <sup>8</sup> (Euclid & Francis)	13	<ul style="list-style-type: none"> <li>• 50% of the area at 30 du/ac</li> <li>• 50% of area at 0.80 FAR retail</li> </ul>	190	487	220,912	552
• Neighborhood Activity Hub <sup>8</sup> (Euclid & Walnut)	16	<ul style="list-style-type: none"> <li>• 75% of the area at 30 du/ac</li> <li>• 25% of area at 0.80 FAR retail</li> </ul>	369	945	142,840	357
• Neighborhood Activity Hub <sup>2,8</sup> (Euclid & Riverside)	15	<ul style="list-style-type: none"> <li>• 75% of the area at 35 du/ac</li> <li>• 25% of area at 0.80 FAR retail</li> </ul>	394	1,009	130,662	327
<b>Subtotal</b>	<b>1,748</b>	-	<b>34,067</b>	<b>87,289</b>	<b>22,340,301</b>	<b>41,508</b>
<b>Retail/Service</b>						
Neighborhood Commercial <sup>6</sup>	248	0.30 FAR	-	-	3,238,367	8,832
General Commercial	385	0.30 FAR	-	-	5,033,395	5,605
Office/Commercial	310	0.75 FAR	-	-	-	-
Hospitality	143	1.00 FAR	-	-	9,981,163	27,902
<b>Subtotal</b>	<b>1,085</b>		-	-	<b>24,583,993</b>	<b>51,057</b>
<b>Employment</b>						
Business Park	1,149	0.50 FAR	-	-	25,028,936	43,251
Industrial	7,664	0.55 FAR	-	-	183,596,786	148,483
<b>Subtotal</b>	<b>8,812</b>		-	-	<b>208,625,721</b>	<b>191,734</b>
<b>Other</b>						
Open Space–Non-Recreation	1,200	Not applicable	-	-	-	-

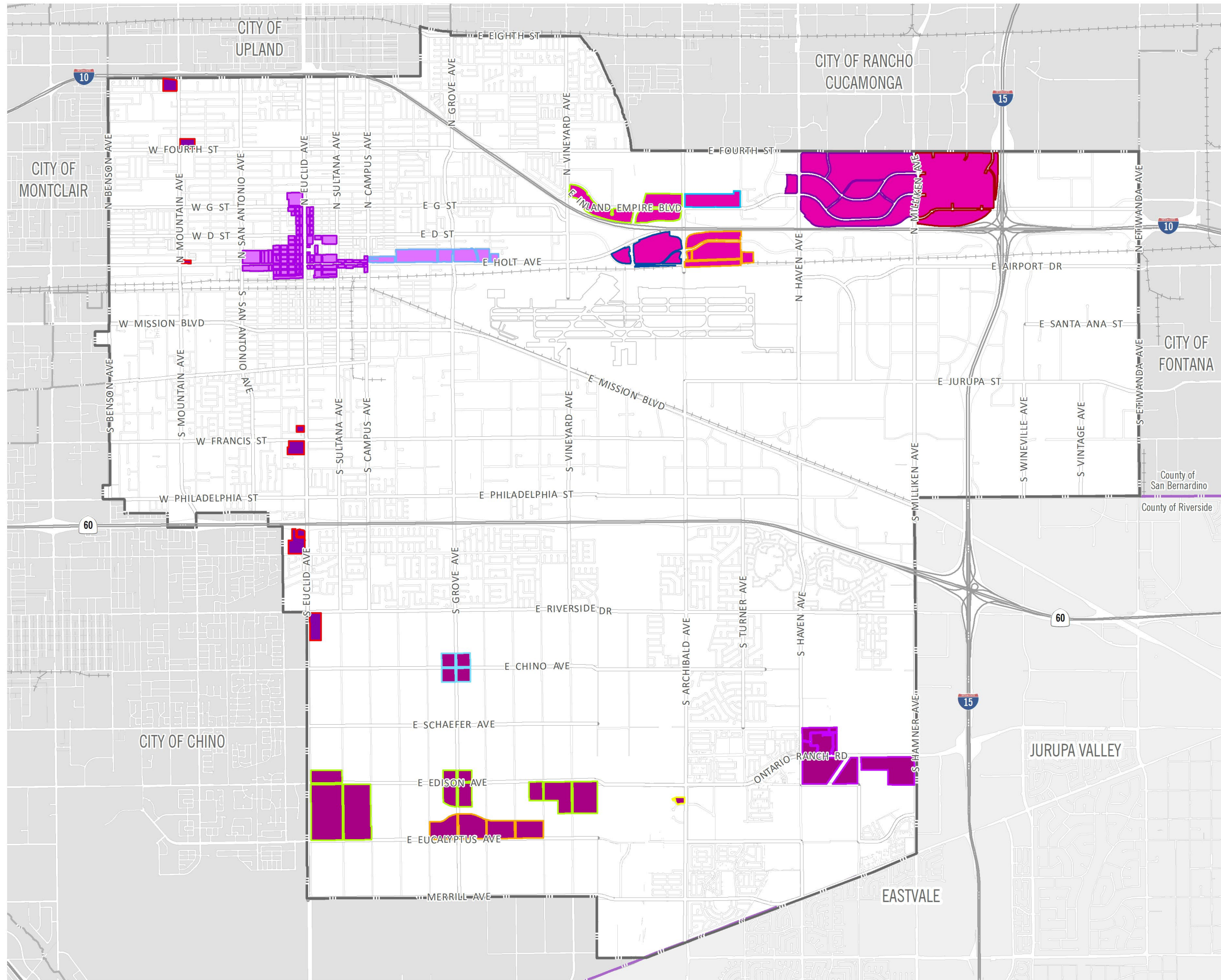
### LU-03 Future Buildout Table

Land Use	Acres <sup>2</sup>	Assumed Density/Intensity <sup>3</sup>	Units	Pop <sup>4</sup>	Non-Residential Square Feet	Jobs <sup>5</sup>
Open Space–Parkland <sup>6</sup>	913	Not applicable	-	-	-	-
Open Space–Water	17	Not applicable	-	-	-	-
Public Facility	90	Not applicable	-	-	-	-
Public School	614	Not applicable	-	-	-	-
Ontario International Airport	1,423	Not applicable	-	-	-	-
Landfill	137	Not applicable	-	-	-	-
Railroad	250	Not applicable	-	-	-	-
Roadways	5,364	Not applicable	-	-	-	-
<i>Subtotal</i>	<b>10,007</b>	-	-	-	-	-
<b>Total</b>	<b>32,022</b>	-	<b>129,562</b>	<b>410,492</b>	<b>261,491,779</b>	<b>296,002</b>

Notes

- Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the Policy Plan. Accordingly, the buildout projections in this Policy Plan do not assume buildout at the maximum density or intensity and instead are adjusted downward. There are a few notable exceptions to this. The assumed density for Low-Density Residential north of Riverside Drive is estimated above the allowed density to account for the continued use of areas that were built at densities above the current allowance, and to account for growth in these areas due to accessory dwelling unit (ADU) development and lot splits. Some areas were also entitled at greater densities due to the use of gross acreage rather than net acreage. These areas, identified in note 7 utilized customized growth assumptions to ensure that the future projection was equal to or larger than the number of existing units in built areas, and equal to or larger than existing entitlements in undeveloped or partially developed areas.
- Acres are based on the City's Parcel data as of January 2021.
- Assumed Density/Intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.
- Projections of population by residential designation are based on projected occupancy rates and a persons-per-household factor that varies by housing type.
- The factors used to generate the number of employees by land use category were derived by comparing 2018 employment data published by the U.S. Census as part of the Longitudinal Employer-Household Dynamics (LEHD) dataset to existing building square footage by use type, as recorded in the City's building permit database.
- Acreages and corresponding buildout estimates for these designations do not reflect underlying land uses within the Business Park and Industrial Overlays. Estimates within overlay areas are included within the corresponding Business Park and Industrial categories.
- To ensure future projections are equal to or larger than existing conditions in built out areas as of August 2021, and equal to or larger than existing entitlements (approved before August 2021) in undeveloped or partially developed areas, buildout estimates for the following projects, assumed realistic densities as follows: Countryside Specific Plan (Low Density Residential: 6.18 du/ac), Creekside Specific Plan (Low Density Residential: 7.47 du/ac, Medium Density Residential: 15.81 du/ac), Subarea 29 Specific Plan (Low Density Residential: 7.03).
- In certain mixed use categories, different buildout assumptions were employed on different sites. Variations in assumptions are included in multiple rows within this table.

Last Amended: [Placeholder for TOP 2050 Policy Plan Adoption Date]



LAND USE

Figure LU-04  
Mixed Use Areas

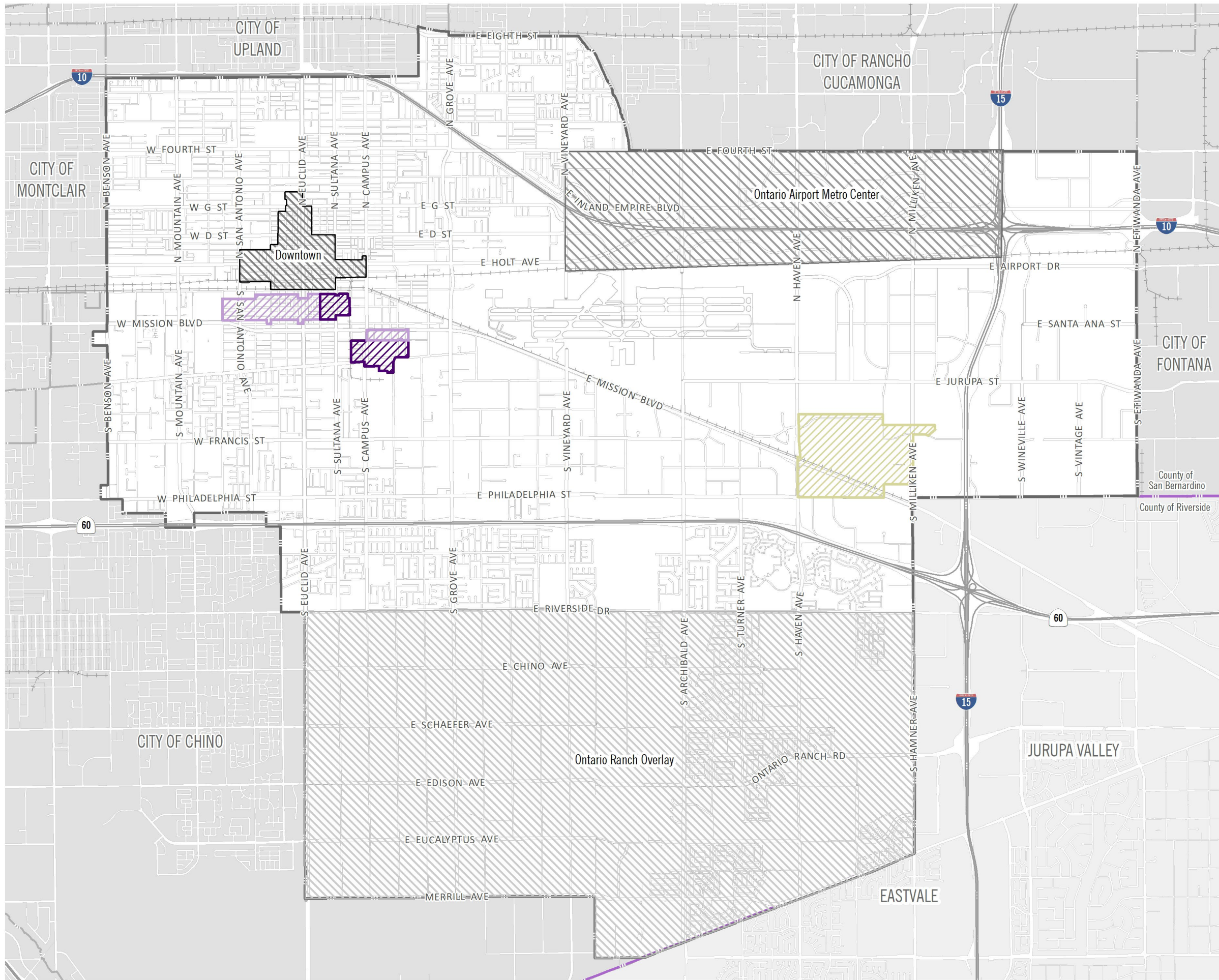
Mixed Use Categories

- Mixed Use - Downtown
- Mixed Use - Holt Blvd
- Mixed Use - Meredith
- Mixed Use - Multimodal
- Mixed Use - Inland Empire Corridor
- Mixed Use - Guasti
- Mixed Use - Ontario Center
- Mixed Use - Ontario Mills
- Mixed Use - Rich Haven
- Mixed Use - Great Park
- Mixed Use - Grove
- Mixed Use - Eucalyptus / Chino Airport Overlay
- Mixed Use - Parkside
- Mixed Use - Neighborhood Activity Hub
- Ontario City Boundary
- County Boundary
- Rail Network

2 · 0 · 5 · 0  
**THE ONTARIO PLAN**

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2022 Date: 5/9/22



LAND USE

Figure LU-05  
Overlay Areas

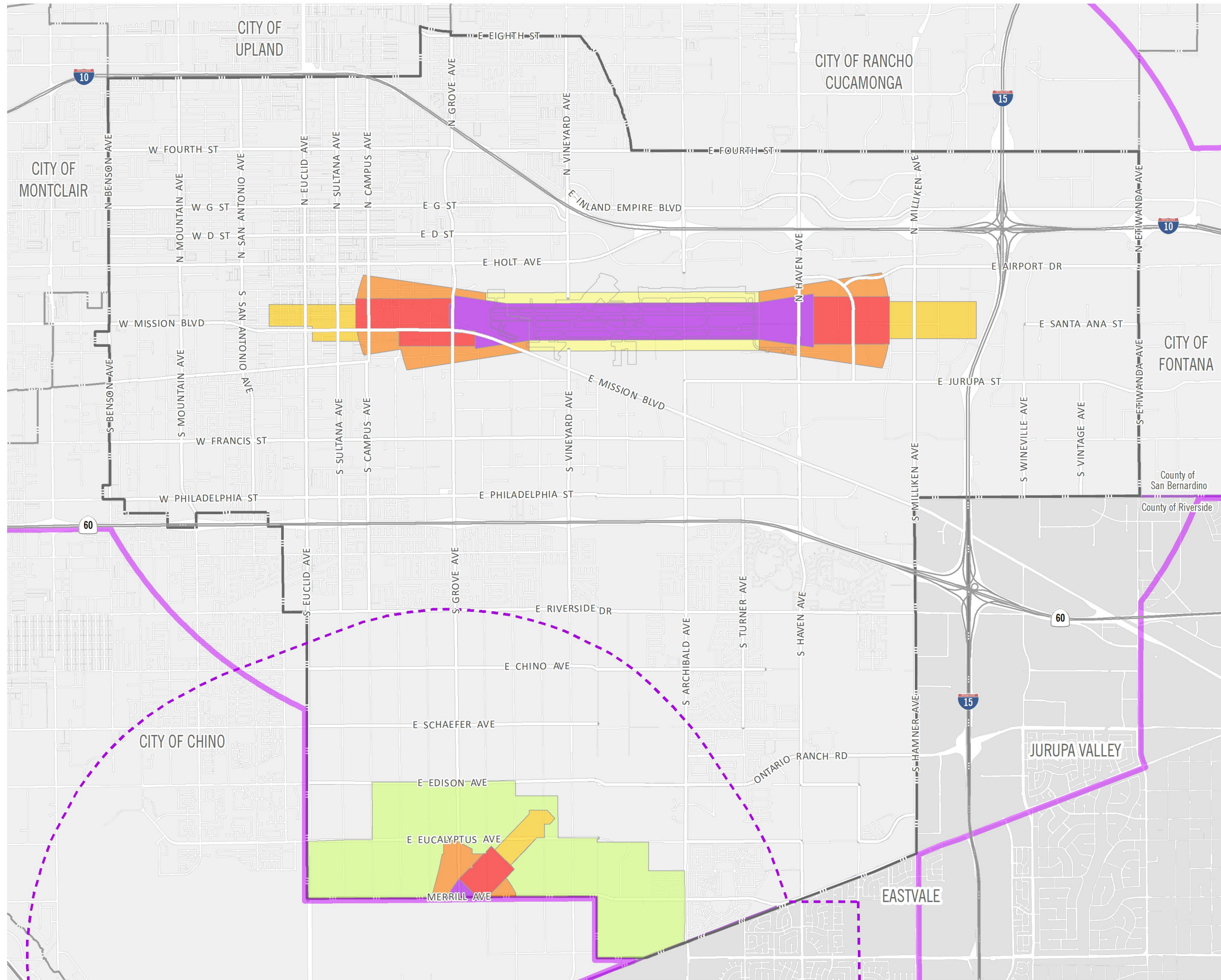
- Ontario City Boundary
- County Boundary
- Rail Network
- Overlays**
- Business Park
- Industrial
- Landfill Impact Area
- Plan-Required Overlays**
- Downtown District Overlay
- Ontario Airport Metro Center Overlay
- Ontario Ranch Overlay

2 · 0 · 5 · 0

**THE ONTARIO PLAN**

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2022 Date: 5/9/22



LAND USE

Figure LU-06  
 Airport Safety Zones  
 & Influence Areas

- Ontario City Boundary
- County Boundary
- Ontario International Airport Safety**
  - ZONE-1
  - ZONE-2
  - ZONE-3
  - ZONE-4
  - ZONE-5
- Chino Airport Safety Zones**
  - Safety Zone 1
  - Safety Zone 2
  - Safety Zone 3
  - Safety Zone 4
  - Safety Zone 6
- Airport Influence Areas**
  - Airport Influence Area (2020)
  - Chino Airport Influence Area (2009)

2050  
**THE ONTARIO PLAN**

0 2,500 5,000 10,000 FT

Source: City of Ontario, 2019 and 2022 Date: 5/9/22

### LU-05 Noise Level Exposure and Land Use Compatibility Guidelines

Land Use Categories		Community Noise Equivalent Level (CNEL)					
Category	Land Use	55	60	65	70	75	80
Residential / Lodging	Single Family / Duplex	Green	Green	Yellow	Orange	Red	Red
	Multi-Family	Green	Green	Yellow	Orange	Orange	Red
	Mobile Homes	Green	Green	Yellow	Red	Red	Red
	Hotel/Motels	Green	Green	Green	Yellow	Orange	Orange
Public / Institutional	Schools/Hospitals	Green	Green	Yellow	Orange	Red	Red
	Churches/ Libraries	Green	Green	Yellow	Orange	Red	Red
	Auditoriums/Concert Halls	Green	Yellow	Orange	Orange	Red	Red
Commercial	Offices	Green	Green	Green	Yellow	Yellow	Orange
	Retail	Green	Green	Green	Green	Yellow	Orange
Industrial	Manufacturing	Green	Green	Green	Green	Yellow	Orange
	Warehousing	Green	Green	Green	Green	Yellow	Yellow
Recreational/ Open Space	Parks/Playgrounds	Green	Green	Green	Yellow	Orange	Red
	Golf Courses/ Riding Stables	Green	Green	Green	Yellow	Orange	Red
	Outdoor Spectator Sports	Green	Green	Yellow	Orange	Orange	Red
	Outdoor Music Shells/ Amphitheaters	Yellow	Yellow	Orange	Red	Red	Red
	Livestock/Wildlife Preserves	Green	Green	Green	Green	Orange	Red
	Crop Agriculture	Green	Green	Green	Green	Green	Green

#### Legend

	<b>Clearly Acceptable:</b>	No special noise insulation is required, assuming buildings of normal conventional construction.
	<b>Normally Acceptable:</b>	Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditioning will normally suffice.
	<b>Normally Unacceptable:</b>	New construction should be discouraged. Noise/aviation easements are required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made, and necessary noise insulation features included.
	<b>Clearly Unacceptable:</b>	No new construction should be permitted.

**Note:** For noise compatibility criteria and contours for Ontario International Airport refer to the adopted ALUCP for ONT.

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## HOUSING ELEMENT

### Introduction

The State of California recognizes the importance of housing and therefore legislates requirements for local jurisdictions to contribute to solutions to meet their local and regional housing needs. All communities across California are therefore required to prepare a Housing Element every eight years to address their local housing needs and a share of the region's need for housing.

### Purpose

An adequate supply of quality and affordable housing is fundamental to the economic and social well-being of Ontario. The Housing Element is required to address the production, preservation, and improvement of housing in the community. Among its most important functions, the Housing Element analyzes existing and future housing needs; addresses constraints to meeting local housing needs; identifies land, financial, and administrative resources for housing; sets forth goals and policies to meet community housing needs; and establishes housing programs and an implementation plan.

### Principles

The City believes:

- A range of housing for all income levels is essential to a complete community.
- The City's housing stock should match the type and price needed by current and future residents and workforce, including those with special needs.
- Preserving, maintaining, improving, and creating distinct neighborhoods and the housing stock within them protects property values and provides a desirable place to live.
- Affordable, quality housing helps attract and retain a qualified workforce and supports a prosperous local economy.

### Goals & Policies

#### H-1 Neighborhoods & Housing

Ontario's neighborhoods determine our quality of life and reflect the value we place in our community. Neighborhoods differ in lot sizes, housing types, history, purpose, and environment. Whether rural residential, suburban, historic, or urban, Ontario's neighborhoods should provide a nurturing environment for all residents to enjoy their lives. Residential neighborhoods should

provide quality housing, ample parks and recreational opportunities, tree-lined streets and sidewalks for walking, safety and security, and public facilities and services.

As an established community, Ontario is committed to improving its older neighborhoods. This may be achieved through redevelopment, housing rehabilitation, code enforcement, and neighborhood improvement projects. Ontario will facilitate the development of new neighborhoods consistent with their unique purpose, such as Ontario Ranch (areas south of Riverside Drive), Ontario Airport Metro Center, and other areas. Taken together, Ontario is committed to creating and strengthening neighborhoods to promote a high quality of life for residents.

**Goal H-1**      **Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.**

### *Policies*

- H-1.1**      **Housing Rehabilitation.** We support the rehabilitation, maintenance, and improvement of single-family, multiple-family, and mobile homes through code compliance, removal of blight where necessary, and provision of rehabilitation assistance where feasible.
- H-1.2**      **Neighborhood Conditions.** We direct efforts to improve the long-term sustainability of neighborhoods through comprehensive planning, provision of neighborhood amenities, rehabilitation and maintenance of housing, and community building efforts.
- H-1.3**      **Community Amenities.** We shall provide adequate public services, infrastructure, open space, parking and traffic management, pedestrian, bicycle, and equestrian routes and public safety for neighborhoods consistent with City master plans and neighborhood plans.
- H-1.4**      **Historical Preservation.** We support the preservation and enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered to be local historical or cultural resources.
- H-1.5**      **Neighborhood Identity.** We strengthen neighborhood identity through creating parks and recreational outlets, sponsoring neighborhood events, and encouraging resident participation in the planning and improvement of their neighborhoods.

## **H-2 Housing Supply & Diversity**

Bolstered by its International Airport, burgeoning employment sector, the Ontario Ranch, and unparalleled transportation access, Ontario aspires to be the premier community of the Inland Empire. Housing diversity is critical to achieving this goal. Ontario is committed to ensuring the provision of the widest range of housing choices for the varied lifestyles of its residents and future



workforce. This includes single-family and multiple-family housing, mixed- and multi-use housing, senior housing, live-work units, and other types of housing opportunities.

Housing production is to be encouraged in a responsible manner that furthers citywide and neighborhood goals. New housing will be creatively designed, sustainable and accessible. Residential and mixed-use growth is strategically directed to the Downtown, corridors, Ontario Airport Metro Center Area, Ontario Ranch, and other areas. By encouraging an adequate supply and diversity of housing, Ontario will accommodate its changing housing needs, support economic prosperity, foster an inclusive community, and become the premier community of the Inland Empire.

**Goal H-2**      **Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.**

### *Policies*

- H-2.1**      **Corridor Housing.** We revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally, and aesthetically suited to corridors.
- H-2.2**      **Historic Downtown.** We foster a vibrant historic downtown through facilitating a wide range of housing types and affordability levels for households of all ages, housing preferences, and income levels.
- H-2.3**      **Ontario Airport Metro Center.** We foster a vibrant, urban, intense, and highly amenitized community in the Ontario Airport Metro Center Area through a mix of residential, entertainment, retail, and office-oriented uses.
- H-2.4**      **Ontario Ranch.** We support a premier lifestyle community in the Ontario Ranch, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.
- H-2.5**      **Housing Design.** We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.
- H-2.6**      **Infill Development.** We support the revitalization of neighborhoods through the construction of higher-density residential developments on underutilized residential and commercial sites.

### **H-3 Governmental Regulations**

The City is committed to facilitating and encouraging the production, maintenance and improvement of housing in a responsible manner. However, various factors may limit the City's ability to address its housing needs, such as governmental regulations or environmental considerations. Market factors may also affect the feasibility of building housing or the affordability of housing in the community. Moreover, housing goals may at times conflict with

the need to promote other important City goals, including open space or the provision of jobs for the region.

Whereas City land use policy and municipal codes provide a regulatory framework for addressing housing, existing regulations cannot address every situation. In order to facilitate the type of development desired and to realize the greatest community benefits, the City's regulatory framework must be flexible and incentive based. The development review process must be time sensitive, predictable, and thorough. The review process must support long-term community benefits, rather than just short-term gain. Finally, the regulatory framework must contain a broad range of incentives to stimulate desired development and private investment and realize the community features that improve quality of life.

**Goal H-3**     **A City regulatory environment that balances the need for creativity and excellence in residential design, flexibility and predictability in the project approval process, and the provision of an adequate supply and prices of housing.**

### *Policies*

- H-3.1**     **Incentives.** We maintain incentive programs that can be offered to projects that provide benefits to the community such as exceptional design quality, economic advantages, environmental sustainability, or other benefits that would otherwise be unrealized.
- H-3.2**     **Flexible Standards.** We allow flexibility in the application of residential and mixed-use development standards in order to gain benefits such as exceptional design quality, economic advantages, sustainability, or other benefits that would otherwise be unrealized.
- H-3.3**     **Development Review.** We maintain a residential development review process that provides certainty and transparency for project stakeholders and the public, yet allows for the appropriate review to facilitate quality housing development.
- H-3.4**     **Financial Incentives.** We consider financial incentives to facilitate and encourage the production, rehabilitation or improvement of housing, or provision of services where such activity furthers housing and community-wide goals.

### **H-4 Housing Assistance**

Ontario recognizes the importance of an adequate supply of affordable housing and its importance to the quality of life of residents. Residential developments in the Ontario Ranch and Ontario Airport Metro Center area will provide quality housing opportunities to attract and retain Ontario's workforce and support Citywide economic development goals. Lower- and moderate-income residents will require homeownership and rental assistance to secure and maintain housing.

Housing prices and rents in Ontario and across the region continue to lead to lower homeownership rates, longer commutes, increased traffic congestion, higher cost burdens, and overcrowding in neighborhoods. Working with partners and the state and federal governments,

the City of Ontario is committed to providing a range of housing types and prices affordable to all economic segments of the City and assisting residents and the workforce to secure and maintain housing that is affordable and appropriate to their needs.

**Goal H-4** Increased opportunities for low- and moderate-income households and families to afford and maintain quality ownership and rental housing opportunities, including move-up opportunities. Inclusive communities, racial equity, fair housing choice, and access to opportunity.

### *Policies*

**H-4.1 Preservation of Affordable Apartments.** We strive to facilitate the preservation of the affordability of publicly assisted apartments for lower-income households through financial assistance, technical assistance, rehabilitation, and collaborative partnerships.

**H-4.2 Homeownership Opportunities.** We increase and expand homeownership rates for lower- and moderate-income households by offering financial assistance, low-interest loans, and educational resources, and by working in collaboration with partnerships.

**H-4.3 Rental Assistance.** We support the provision of rental assistance for individuals and families earning extremely low, very low, and low income with funding from the state and federal government.

**H-4.4 Mixed-income Housing.** We encourage the integration of affordable housing in the Ontario Ranch, Ontario Airport Metro Center Area, and existing neighborhoods.

**H-4.5 Collaborative Partnerships.** We support collaborative partnerships of nonprofit organizations, affordable housing developers, major employers, and for-profit developers to produce affordable housing.

**H-4.6 Fair Housing.** We further fair housing by prohibiting discrimination in the housing market, lifting barriers that restrict access to housing, and providing education, support, and enforcement services to address discriminatory practices.

### **H-5 Special Needs**

The City of Ontario is home to a large number of people with special housing needs. These special needs may be related to occupation, income, family characteristics, disability, veteran status or other characteristics. Special needs groups include, but are not limited to, seniors, large families with children, people with disabilities, single-parent families, college students, veterans and people who are homeless. Though each group is markedly different, they share the challenge of finding suitable and affordable housing.

Ontario aspires to be the premier community in the Inland Empire. As such, the city's population will become increasingly diverse, with people of many cultures, backgrounds, family types, ages, and experiences. The housing needs of Ontario's residents will be equally diverse. Recognizing

the contributions of this diversity to the community, Ontario has the opportunity to demonstrate leadership in addressing the housing and support needs of all residents. Ontario is thus committed to creating a community that allows people to live in the City for their entire life, regardless of their special needs.

**Goal H-5**     **A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age, or other status.**

### *Policies*

**H-5.1**     **Senior Housing.** We support the development of accessible and affordable senior housing and provide financial assistance for seniors to maintain and improve their homes.

**H-5.2**     **Family Housing.** We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation, and other amenities.

**H-5.3**     **Disabled People.** We increase the supply of permanent, affordable, and accessible housing for people with disabilities, and provide assistance to allow them to maintain and improve their homes.

**H-5.4**     **Homeless People.** We partner with nonprofit partners to provide emergency shelters, transitional housing, permanent supportive housing, and supportive services for people who are homeless.

**H-5.5**     **Supportive Services.** We financially support organizations, as feasible, that provide support services that meet the needs of those with special needs and further the greatest level of independence.

**H-5.6**     **Partnerships.** We collaborate with nonprofit organizations, private developers, employers, government agencies, and other interested parties to develop affordable housing and provide support services.

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**Exhibits: Documents Incorporated by Reference**

**Housing Element Technical Report**

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## PARKS AND RECREATION ELEMENT

### Introduction

Parks and recreational spaces represent a critical physical, social and psychological element of a complete community. Beyond merely providing recreational opportunities, carefully sited and well-designed parks serve a multitude of functions for the community: creating neighborhood identity, serving as focal points for gathering and celebration, and increasing and protecting environmental resources. Moreover, parks act as the city's "breathing spaces," where people experience relief from the urban environment as they go about their daily routines.

### Purpose

The Parks and Recreation Element:

- Establishes goals for the Ontario park and recreation system and recreation programs.
- Underscores the vital role parks and recreation programs play in achieving economic development, land use, housing, community health, infrastructure, and transportation objectives.

### Principles

The City believes:

- Parks promote community engagement, economic investment, and quality aesthetic design.
- Parks should be distributed throughout the City.
- Well planned, managed and maintained parks provide opportunities for physical exercise and relaxation, which can lead to better health of members of the community.
- Programs and activities enrich the lives of members of the community.

### Goals & Policies

#### PR-1 Planning & Design

Ontario's Park system will establish park sites that serve the City's population and employment locations. These parks will provide active, organized uses such as sports, local gathering spaces, recreational facilities, passive use areas, and signature destinations with notable attractions. They will be planned and designed to integrate with their surroundings.

**Goal PR-1 A system of safe and accessible parks that meets the needs of the community.**

*Policies*

- PR-1.1 Access to Parks.** In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.
- PR-1.2 Adjacency to Schools.** We examine locating parks adjacent to school sites to promote joint-use opportunities.
- PR-1.3 Funding.** We shall seek outside, one-time sources of funding for capital improvements and reserve ongoing City funds primarily for operations and maintenance.
- PR-1.4 Joint-use Opportunities.** In areas where there is a need but no City recreational facility, we explore joint-use opportunities. (e.g., school sites).
- PR-1.5 Acreage Standard.** We strive to provide 5 acres of parkland (public and private) per 1,000 residents.
- PR-1.6 Private Parks.** We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.
- PR-1.7 Special Needs/Universal Design.** We attempt to provide recreational opportunities at parks for people of all ages and abilities.
- PR-1.8 Renovation.** We examine renovating existing facilities prior to building replacement facilities.
- PR-1.9 Phased Development.** We require parks be built in new communities before a significant proportion of residents move in.
- PR-1.10 Master Plans for Individual Park Facilities.** We require an individual park master plan for parks in excess of 10 acres.
- PR-1.11 Environmental Function of Parks.** We require new parks to meet environmental management objectives.
- PR-1.12 Trails.** We promote connections between parks and local trails including those managed by other public agencies.
- PR-1.13 Equestrian Trails.** We require the design, construction, and maintenance of equestrian trails in Rural Residential designated areas.
- PR-1.14 Multi-family Residential Developments.** We require that new multi-family residential developments of five or more units provide recreational facilities or open space, in addition to paying adopted impact fees.

**PR-1.15 Trail Connectivity.** We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.

**PR-1.16 Equestrian Master Plan.** We use Homer Briggs Park as the primary focal point for the development of a Master Plan of Equestrian Trails in the Rural Residential area.

## PR-2 Programming

Programs maximize the use of facilities, enrich the lives of residents, and strengthen social networks. Ontario's park and recreational facilities should be programmed to provide a range of recreational, cultural and educational opportunities that meet the needs of the entire community. As needs continue to evolve, we will respond by involving community members and organizations in programming, fostering a sense of ownership and increasing park usage, thereby creating a safer park environment.

**Goal PR-2** A range of recreational programs provided by public, private, and nonprofit organizations that meet the needs of the community's varied interests, age groups, and abilities.

### *Policies*

**PR-2.1 Participation.** We program park facilities to maximize utilization and participation, while considering park size, location, and population served.

**PR-2.2 Needs Assessment.** We track the needs and priorities for recreational programming and look for ways to meet demand.

**PR-2.3 Community Involvement.** We involve the local community in planning programs for neighborhood and community park facilities.

**PR-2.4 Access to Programs.** We provide a range of recreational and physical exercise programs that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas.

**PR-2.5 Partnerships.** We partner with local and regional agencies, nonprofit organizations, and the private sector to provide a comprehensive range of recreational programs.

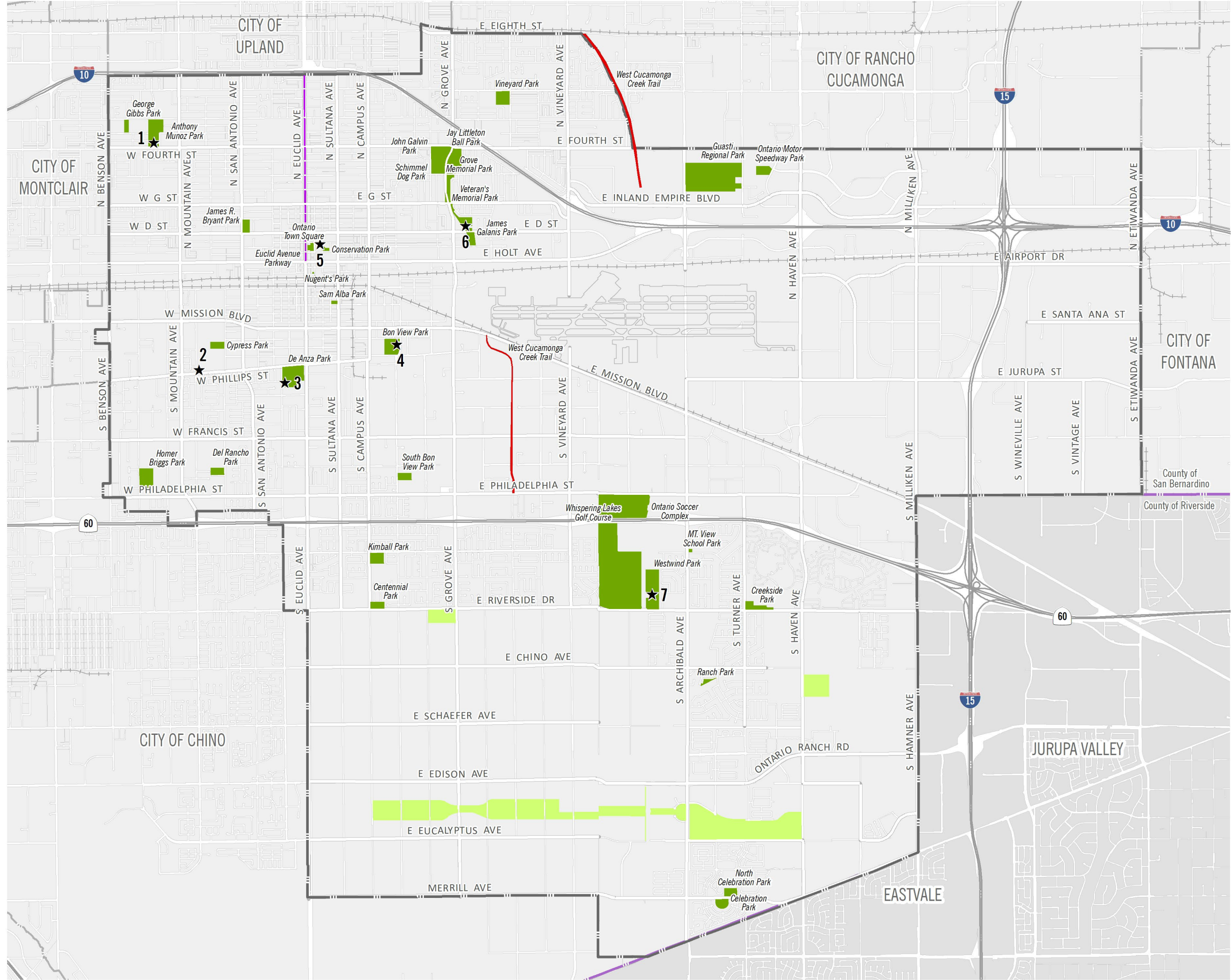
**PR-2.6 Crime Deterrents.** We promote and participate in recreational programming as part of our crime prevention effort.



**Exhibits: Figures**

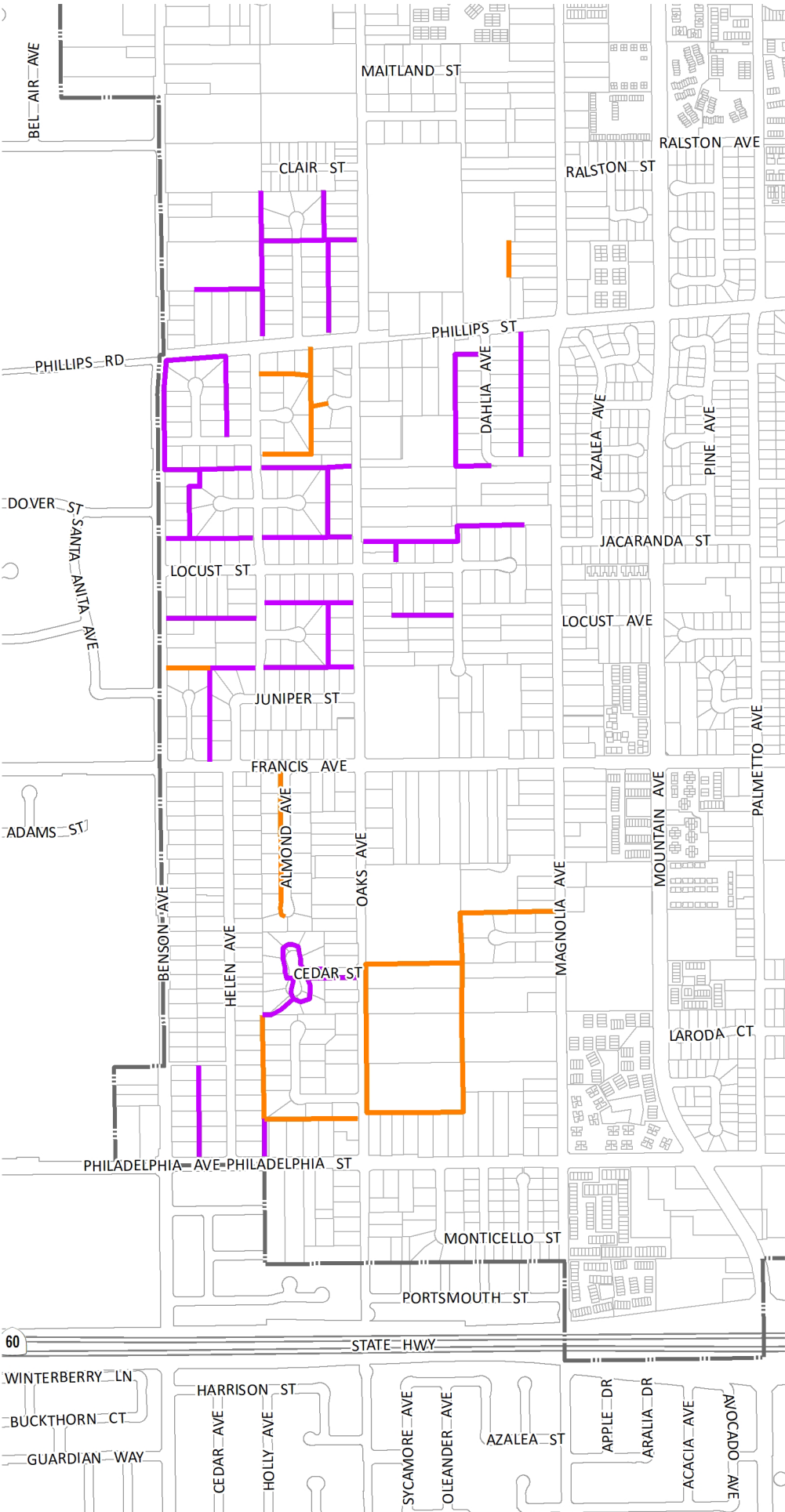
PARKS & RECREATION

Figure PR-01  
Park & Recreational Facilities

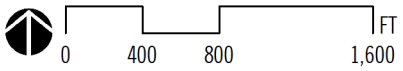


- Existing Park
  - Existing Parkway
  - Existing Trail
  - Proposed Public Park
  - Ontario City Boundary
  - County Boundary
  - Rail Network
  - Community Center
1. Anthony Munoz Community Center
  2. Armstrong Community Center
  3. De Anza Community & Teen Center
  4. Dorothy A Quesada Community Center
  5. Ontario Senior Center
  6. Veterans Memorial Community Center
  7. Westwind Community Center

# Figure PR-02 Equestrian Trails



- City Equestrian Trail
- Private Equestrian Trail
- Ontario City Boundary



## ENVIRONMENTAL RESOURCES ELEMENT

### Introduction

Ontario's environmental resources are an integral part of our maturing City and are valued for the benefits they provide. Appropriately managed, they reduce health risks for residents and workers, lower energy and water costs, safeguard our water assets, and protect our environment. The systems that convey and treat water and waste, generate and distribute energy, promote beneficial air quality, and protect natural resources are essential to Ontario's health and prosperity. Ontario will manage resources comprehensively, utilizing natural and man-made systems that are both environmentally and economically sustainable.

Meeting growth demands in Ontario, however, requires careful treatment of our land, water, air and energy – not as disposable goods but as essential commodities and capital assets.

Particular focus must be given to improving the conditions and opportunities for those residents that face the highest risk of exposure to pollution and are also burdened by socioeconomic and health issues. These residents are considered to be disadvantaged and live in environmental justice areas. Our Vision and Principles throughout the Policy Plan reinforce the City's commitment to enabling all persons to enjoy equal access to healthy environments, healthy foods, parks and recreational facilities, and civic engagement opportunities. Although this Element includes a number of policies and a map that addresses the topic of environmental justice, the City has opted for an "environmental justice in all policies" approach to ensure the topic is present alongside the multitude of issues and topics that affect our residents and resources.

### Purpose

The Environmental Resources Element:

- Defines the ethic to guide management of the City's environmental resources.
- Establishes goals for Environmental Infrastructure.
- Maps environmental justice areas.
- Establishes policies that support system integration, resource conservation and regeneration, energy independence, environmental justice, and healthy communities.

### Principles

The City believes:

- Quality design of the physical environment includes vigilant stewardship of the City's environmental resources.

- Efficient backbone infrastructure systems should be multifunctional, strategically sited, sustainably designed, and integrated into the urban fabric.
- Commitment to the development and maintenance of our environmental infrastructure ensures community prosperity.
- Environmental infrastructure is a critical public investment.
- Every resident of Ontario should have the opportunity to live in a community that is healthy and safe.
- High quality environmental resources are integral building blocks of the community.
- Ecosystems improve public health and contribute significantly to the City’s overall economic vitality.
- In order to protect our environmental resources, we must make wise decisions regarding the use of these resources.
- Protecting environmental resources is the responsibility of individuals, communities, the region, and the world.

## Goals & Policies

### ER-1 Water & Wastewater

Given constrained supplies in Southern California, water is a precious commodity that is critical to the City’s ability to achieve its Vision.

Ontario gets water from four sources: groundwater, imported water, recycled water and local precipitation. Ontario’s potable water supply comes predominantly from a combination of groundwater and imported sources. Recycled water is available for non-potable purposes in portions of the City. Some urban run-off is captured and used for recharging the aquifer, but most travels through the City during storm events via natural and man-made systems to Prado Dam. Protection of ground and surface water quality is important to the continued availability of the resource. Wholesale recycled water is available through the Inland Empire Utilities Agency (IEUA) for distribution by the City.

The City maintains a wastewater collection system and contracts with the IEUA for wastewater treatment. IEUA also operates an industrial non-reclaimable wastewater system, which runs through Ontario and is available to our industries.

Ontario recognizes that all water sources are not of equal quality, but all water has value and the water used should match the water quality required for the use. Recycled water, for example, should be used for landscape irrigation. The City’s approach to water resources is to conserve when possible, reclaim and reuse where feasible, and ensure “the right water for the right use.”

**Goal ER-1** A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.

*Policies*

**ER-1.1 Local Water Supply.** We increase local water supplies to reduce our dependence on imported water. New and redevelopment projects are aligned with our available water supply and/or to enhance our available water supply.

**ER-1.2 Matching Supply to Use.** We match water supply and quality to the appropriate use.

**ER-1.3 Conservation and Sustainable Water Supply.** We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability.

**ER-1.4 Supply-Demand Balance.** We require that available water supply and demands be balanced.

**ER-1.5 Water Resource Management.** Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.

**ER-1.6 Urban Run-off Quantity.** We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.

**ER-1.7 Urban Run-off Quality.** We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.

**ER-1.8 Wastewater Management.** We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

**ER-2 Solid Waste & Recycling**

Ontario provides solid waste collection and disposal services. For solid waste materials that cannot be reduced at the source, the City must take steps to maximize recycling and composting to ensure efficient collection and safe, environmentally sound disposal. If not recycled or composted, solid waste takes up landfill space that is very limited. Waste materials cause environmental impacts at each stage of their life cycle. There are environmental and economic impacts associated with the manufacture, transport, sale, disposal, and recycling of solid waste.

The treatment and disposal of solid waste traditionally creates significant unusable by-products and energy demands. The first approach to reduce the City's waste stream should be to reduce the generation of waste and find ways waste can be reused and recycled. New technologies and approaches can be used to reduce these impacts through recycling of construction, consumer,

green, and liquid waste and utilizing these waste products to generate renewable energy that reduce impacts on landfills. There is value in reducing the City's waste stream to as low as possible. Waste by-products that are channeled into a revenue stream reduce the demand upon facilities and reduce the use of non-renewable materials. The City cannot achieve its growth vision without decreasing waste by-products and freeing up capacity in landfills. Natural ecosystems efficiently breakdown waste by-products and are often more efficient, cost-effective and environmentally sensitive than man-made systems. While natural systems may be the optimal choice, the City recognizes the need to integrate both natural and manmade systems and processes to manage waste.

**Goal ER-2** A cost effective, integrated waste management system that meets or exceeds state and federal recycling and waste diversion mandates.

### *Policies*

**ER-2.1** **Waste Diversion.** We shall meet or exceed AB 939 requirements.

**ER-2.2** **Hazardous and Electronic Wastes.** We prohibit the disposal of hazardous and electronic waste into the municipal waste stream pursuant to state law.

**ER-2.3** **Purchase Products Made from Recycled Materials.** We purchase recycled-content products where it is cost effective.

### **ER-3 Energy**

Local conditions such as land use patterns, transportation options, and individual consumer consumption decisions impact energy use within the City. How we build neighborhoods, and construct and operate the buildings within them, can reduce per capita energy demand, increase conservation opportunities, and incorporate alternative energy sources. Finding ways to reduce the energy demands and encourage the development of renewable energy resources within the City can not only reduce our reliance upon non-renewable energy resources but can also make the City more ecologically and economically sustainable.

**Goal ER-3** Cost-effective and reliable energy system sustained through a combination of low impact buildings, site and neighborhood energy conservation, and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.

### *Policies*

**ER-3.1** **Conservation Strategy.** We require conservation as the first strategy to be employed to meet applicable energy-saving standards.

**ER-3.2** **Green Development- Communities.** We encourage the use of the LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.

- ER-3.3 Building and Site Design.** 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.
- ER-3.4 Green Development- Public Buildings.** 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.
- ER-3.5 Fuel-Efficient and Alternative Energy Vehicles and Equipment.** We require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.
- ER-3.6 Generation- Renewable Sources.** We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.

## ER-4 Air Quality

Even though air quality is a regional issue, Ontario has the opportunity to demonstrate its leadership by striving for the healthiest air quality possible and reducing pollution sources within the City. Better indoor and outdoor air quality for Ontario and the air basin will improve the quality of life of residents, workers and visitors, decrease health care costs and make Ontario more prosperous by making the City a more desirable place to be. Most of the air pollution within Ontario is a result of the City's location within an inland valley where the predominant wind pattern flows from Orange and Los Angeles counties and backs up against the San Gabriel and San Bernardino Mountains.

The City is home to major transportation goods movement infrastructure – Ontario International Airport, major interstate highways, and three railway lines – which are major sources of air pollution. This combination of geographical factors and pollution sources contribute significantly to the region's failure to meet several federal and state standards.

The City of Ontario expects to double its population by 2050. We intend to develop strategies to minimize the air quality impacts of this growth. Of particular concern are the City's future impacts on Global Warming which is caused by an accumulation of Greenhouse Gases (GHG).

### Goal ER-4 Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.

#### *Policies*

- ER-4.1 Land Use.** We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.
- ER-4.2 Sensitive Land Uses.** We prohibit the future siting of sensitive land uses within the distances defined by the California Air Resources Board for specific source categories, without sufficient mitigation.



- ER-4.3 Greenhouse Gases (GHG) Emissions Reductions.** We will reduce GHG emissions in accordance with regional, state, and federal regulations.
- ER-4.4 Indoor Air Quality.** We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.
- ER-4.5 Transportation.** We promote mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.
- ER-4.6 Particulate Matter.** We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.
- ER-4.7 Other Agency Collaboration.** We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source, with a particular focus on sources that affect environmental justice areas in Ontario.
- ER-4.8 Tree Planting.** We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the “heat island” effect.
- ER-4.9 New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land uses (California Health and Safety Code § 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

## ER-5 Biological, Mineral & Agricultural Resources

Developed as the “Model Irrigation Colony,” Ontario has a rich agricultural heritage. The northern portion of the City was farmed with grapes, citrus, olives and other fruit tree crops. The southern portion of the City has been used predominantly for dairy farms for over half a century. Other types of agricultural uses include cultivated crops, fallow fields and plant nurseries. Until the mid-1990s, southern Ontario was part of the San Bernardino County Dairy Preserve. Some of the City’s dairy preserve properties are still under Williamson Act contracts. The City of Ontario adopted a right to farm ordinance which recognizes the right of agricultural operations to continue. However, increased environmental regulations are causing existing dairies to relocate

out of the region, resulting in a continued decline in the long-term viability of agricultural operations in southern Ontario.

Rare and/or endangered species that have the potential to occur in Ontario include the Delhi Sands Flower, the Loving Fly, and the San Bernardino Kangaroo Rat. Existing habitat for these species is of poor quality and/or is limited to isolated pockets. As the City further develops, there may be opportunities to integrate suitable habitat for sensitive species into new developments and/or participate in regional efforts for the conservation of high-quality habitat, thereby expanding and creating new habitat corridors.

There are no permitted mining operations in the City. According to the Department of Conservation, significant mineral resources within Ontario are limited to construction aggregate. Areas identified with potential mineral resources have been developed with urban uses and are not suitable for mineral resource extraction.

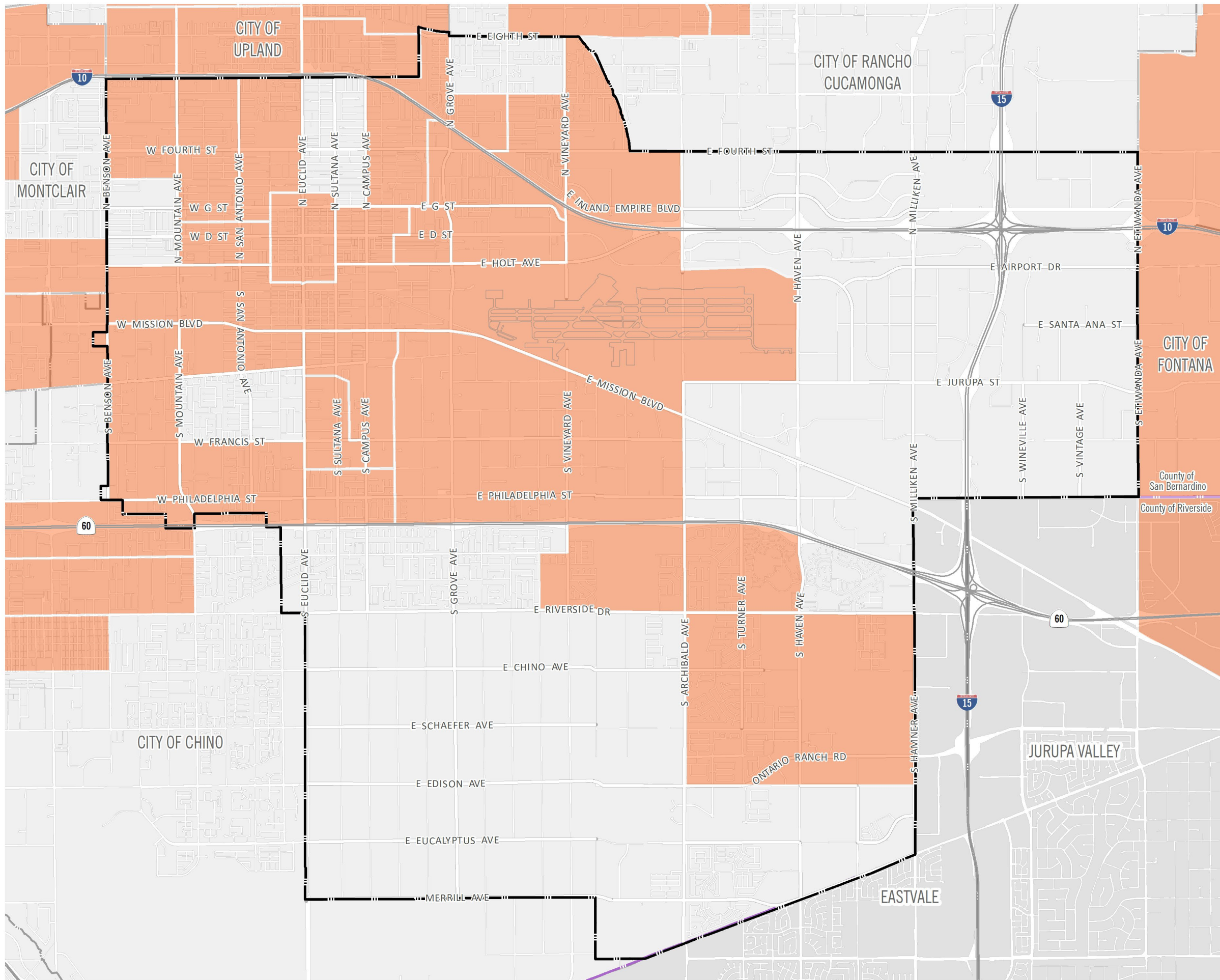
**Goal ER-5 Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.**

*Policies*

- ER-5.1 Habitat Conservation Areas.** We support the protection of biological resources through the establishment, restoration, and conservation of high-quality habitat areas.
- ER-5.2 Entitlement and Permitting Process.** We comply with state and federal regulations regarding protected species.
- ER-5.3 Right to Farm.** We support the right of existing farms to continue their operations within the Ontario Ranch.
- ER-5.4 Transition of Farms.** We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.
- ER-5.5 Mining Operations.** We prohibit future mining operations where the resource extraction activities are incompatible with existing or proposed adjacent land uses.

**Exhibits: Figures**

Figure ER-01  
Environmental Justice Areas



- Environmental Justice Community
- Ontario City Boundary
- County Boundary

## COMMUNITY ECONOMICS ELEMENT

### Introduction

The City's role is to create, maintain and grow economic value. Community shareholders, including property owners, tenants, families, and businesses have invested in Ontario and should expect a return from those investments, including financial and qualitative returns, such as: quality of life, job opportunities, potential for business growth, sense of safety, healthy environment, responsive government, amenities, and so much more – all of which is part of the Vision of being a “complete community.”

Their investments, in turn, generate returns for the community. A business investing in expansion creates new job opportunities for residents. A developer investing in new housing attracts new consumers for Ontario's retailers. These investments add municipal revenues, which the City reinvests in community facilities, public improvements, and services that improve the quality of life for Ontario residents, employees, and visitors.

Through the Community Economics Element policies, the City commits itself to protecting these investments. Generating better and higher returns gives Ontario a competitive advantage to attract even more investment. This new investment and reinvestment creates a self-sustaining cycle of prosperity.

### Purpose

The Community Economics Element:

- Articulates our approach to developing and maintaining the community's economy and its relationship to the City's fiscal health.
- Creates a framework to attract investment in Ontario.
- Establishes our policies for economic development.

### Principles

The City believes:

- A complete community will be better positioned to compete and attract investment.
- The wise and principled management of the public's finances is a primary responsibility of our City government.
- Actions taken by the City should take into consideration immediate and long term economic and fiscal implications.
- Unique, high-quality places differentiate Ontario and thereby attract additional investment.

## Goals & Policies

### CE-1 Complete Community

The concept of creating, maintaining, and growing economic value within the City underlies the Ontario Vision. While economic value is often measured in monetary terms – property values, taxable sales, and equity growth, we require decision-making that also reflects qualitative value. We express this qualitative value as the concept of “complete community.” A complete community provides housing, jobs, education, shopping and services, culture, and recreation for people at all ages and socioeconomic levels. Most importantly, a complete community provides opportunities for those residents and businesses willing to improve themselves and create wealth and invest in the community.

This section establishes policies that incorporate this concept into land use planning, regulations, City governance, and operations.

**Goal CE-1** A complete community that provides for all incomes and stages of life.

#### *Policies*

**CE-1.1 Jobs-Housing Balance.** We pursue improvement to the Inland Empire’s balance between jobs and housing by promoting job growth that reduces the regional economy’s reliance on out-commuting.

**CE-1.2 Jobs and Workforce Skills.** We use our economic development resources to:

1. attract jobs suited for the skills and education of current and future City residents;
2. work with regional partners to provide opportunities for the labor force to improve its skills and education; and
3. attract businesses that increase Ontario’s stake and participation in growing sectors of the regional and global economy.

(Link to Social Resources Policy SR-2.2)

**CE-1.3 Regional Approach to Workforce Development.** We work with our partners to provide workforce training and development services throughout the region, recognizing that Ontario employers rely on workers living outside of the City.

**CE-1.4 Business Retention and Expansion.** We continuously improve two-way communication with the Ontario business community and emphasize customer service to existing businesses as part of our competitive advantage.

**CE-1.5 Business Attraction.** We proactively attract new and expanding businesses to Ontario in order to increase the City’s share of growing sectors of the regional and global economy.

- CE-1.6 Diversity of Housing.** We collaborate with residents, housing providers, and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to encourage the development of housing supportive of our efforts to attract business in growing sectors of the community while being respectful of existing viable uses.
- CE-1.7 Retail Goods and Services.** We seek to ensure a mix of retail businesses that provide the full continuum of goods and services for the community.
- CE-1.8 Regional Attraction.** We encourage the development and programming of regional, cultural, and entertainment destinations in Ontario.
- CE-1.9 Regional Leadership.** We provide leadership for public, quasi-public, and private-sector partners that help Ontario and its residents and businesses realize our goals and achieve our Vision.
- CE-1.10 Life-Long Education.** We work with our partners who provide life-long learning to ensure that our residents and workforce have access to education at all stages of life.
- CE-1.11 Socioeconomic Trends.** We continuously monitor, plan for, and respond to changing socioeconomic trends.
- CE-1.12 Circulation.** We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles. (Link to Mobility Element *Public Transit* Section)
- CE-1.13 Safety and Security.** We invest in public safety and communicate our successes because the perception and reality of safety and security are necessary prerequisites for private investment and economic growth.

## CE-2 Placemaking

The City's land use plans and policies seek to create distinctive and high-quality places. Such places add value and thereby attract additional investment. The City of Ontario focuses on creating a range of places where people want to live, work, and visit. This section establishes policies that acknowledge the value of place in the decision-making process.

**Goal CE-2 A City of distinctive neighborhoods, districts, corridors, and centers where people choose to be.**

### *Policies*

- CE-2.1 Development Projects.** We require new development and redevelopment to create unique, high-quality places that add value to the community. (Link to Community Design Element)

- CE-2.2 Development Review.** We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.
- CE-2.3 Interim Development.** We require interim development that does not reflect the long-term Vision, be limited in scale of development so that the investment can be sufficiently amortized to make Vision-compatible redevelopment financially feasible.
- CE-2.4 Protection of Investment.** We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.
- CE-2.5 Private Maintenance.** We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values. (Link to Community Design Element Policy CD-5.1)
- CE-2.6 Public Maintenance.** We require the establishment and operation of maintenance districts or other vehicles to fund the long-term operation and maintenance of the public realm whether on private land, in rights-of-way, or on publicly-owned property. (Link to Community Design Element Policy CD-5.1)

### CE-3 Fiscal Decision-making

Every Municipal decision affects the revenues and expenditures of city government. New zoning regulations, for example, can necessitate staff time to document non-conformance created by new standards. Street widening can encourage speeding, requiring increased patrolling and enforcement.

Good decision-making requires that fiscal impacts be reasonably projected and be part of the deliberative process. The City desires to continuously improve its understanding of the direct and indirect fiscal impacts of its decisions and include them in its decision-making process.

This section establishes policies that minimize negative fiscal impacts and incorporate long-term fiscal thinking into decisions.

**Goal CE-3 Decision-making deliberations that incorporate the full short-term and long-term economic and fiscal implications of proposed City Council actions.**

#### *Policies*

- CE-3.1 Fiscal Impact Disclosure.** We require requests for City Council action to disclose the full fiscal impacts, including direct and indirect costs.
- CE-3.2 General Plan Amendments.** We require those proposing General Plan amendments to disclose reasonably foreseeable impacts through a fiscal analysis.



- CE-3.3 Long-Term Funding Disclosure.** We require those requesting City support or funding for projects or programs to disclose if and how they can be continued without further City support.
- CE-3.4 Improving Fiscal Decision-Making.** We periodically assess the accuracy of projections for staff time and City resources and use the assessment results to improve our fiscal decision-making process.
- CE-3.5 Sustainable Development.** We recognize impacts to municipal finances as an element of sustainability, and we require claims of sustainability to assess fiscal impacts.
- CE-3.6 Fully Funded Liability.** We require long-term liabilities, such as retiree medical benefits, employee accrued leave balances, and self-insured liability claims to be fully funded to ensure sound, long-term fiscal health.
- CE-3.7 Programmatically Balanced Budget.** We require that the annual budget include appropriations allocated in a manner to meet the goal of the programmatically balanced budget.
- CE-3.8 Budget Margins.** We require that the adopted budget for revenue and expenditures reflect sufficient budget margins to minimize negative impacts to City services due to economic uncertainties.
- CE-3.9 Complete Comparative Context.** We require that our annual budget process provide the complete comparative context for proposed new and increased funding so decision makers can fully understand the trade-offs among budget choices.

## SAFETY ELEMENT

### Introduction

The City is committed to protecting life, property, and commerce from disruptions and loss associated from human-caused and natural hazards, disasters, and other threats to public health and safety. Natural hazards that could impact Ontario include earthquakes, flooding, fire, wind, and climate-related hazards. Man-made hazards include hazardous materials, noise, and crime. A clear management framework for emergency services is essential to adequately plan for and respond to these hazards.

### Purpose

The Safety Element:

- Identifies potential hazards.
- Provides background on the history of hazards and the likelihood of future changes to these hazards.
- Provides policies that increase resilience of residents, businesses, workers, and visitors.
- Provides policies to reduce the level of property loss due to a potential disaster.
- Provides a framework for emergency management.

### Principles

The City believes:

- It is the role of government to minimize exposure to natural and human-caused hazards.
- A safe and healthy environment is necessary to build and maintain a sustainable, resilient, and prosperous Ontario.
- Reduction in the loss of life, injury, private property damage, infrastructure damage, economic losses and social dislocation can be achieved through planning, preparedness, and response.
- Interdepartmental and inter-jurisdictional coordination and collaboration are necessary to be resilient to everyday emergencies and major disasters.

## Goals & Policies

### S-1 Seismic & Geologic Hazards

Ontario is susceptible to earthquakes, liquefaction, and subsidence caused by rapid withdrawal of groundwater. For the City to thrive and continue to attract investment, residents, business owners, and investors need assurance that the City is prepared for and will effectively respond to seismic and geologic hazards.

**Goal S-1**      **Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by earthquake-induced and other geologic hazards.**

#### *Policies*

- S-1.1**      **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.
- S-1.2**      **Entitlement and Permitting Process.** We follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.
- S-1.3**      **Continual Update of Technical Information.** We maintain up-to-date California Geological Survey seismic hazard maps.
- S-1.4**      **Seismically Vulnerable Structures.** We conform to state law regarding unreinforced masonry structures and coordinate with not-for-profits to facilitate seismic retrofits in environmental justice areas and for low-income households.

### S-2 Flood Hazards

Flood hazards to the area can be classified as flooding down natural channels and flooding due to capacity constraints of the storm drain system. A 100-year flood or larger event is anticipated to result in extensive property damage and displacement of hundreds of households. Catastrophic failure of any water retaining structure due to storm induced flood or dam failure inundation, has the potential to cause considerable damage in Ontario.

**Goal S-2**      **Minimized risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.**

#### *Policies*

- S-2.1**      **Entitlement and Permitting Process.** We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

- S-2.2 Floodplain Mapping.** We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.
- S-2.3 Facilities that Use Hazardous Materials.** We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone unless all standards of elevation, floodproofing, and storage have been implemented to the satisfaction of the Building Department.
- S-2.4 Prohibited Land Uses.** We prohibit the development of new essential and critical facilities in the 100-year floodplain and discourage the development of new essential and critical facilities in the 500-year floodplain unless all standards of elevation and flood proofing demonstrate that a facility can be safe and operational during a flood event, implemented to the satisfaction of the Building Department.
- S-2.5 Stormwater Management.** We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces. (Link to Environmental Resources Element)
- S-2.6 Use of Flood Control Facilities.** We encourage joint use of flood control facilities as open space or other types of recreational facilities.
- S-2.7 Collaboration Between Agencies.** Collaborate with the San Bernardino County Flood Control District and other state and federal agencies to maintain flood-control infrastructure to minimize flood damage.

### S-3 Fire & Rescue Hazards

The City of Ontario seeks to reduce the threat of fire hazards to life, property and economic viability by providing fire, rescue, emergency medical, and specialty emergency response services. Due to the local topography and nearby Cajon Pass, Santa Ana Winds by far pose the greatest fire hazard to the City. The Santa Ana winds pose a continual fire conflagration hazard to any dense area of the City, with an increased risk to older portions of Ontario. Ontario's commercial and industrial facilities increase the possibility of fires involving hazardous materials, which could affect nearby residential areas. Ontario is also surrounded and bisected by major transportation networks and pipeline transfer systems which add further risk.

- Goal S-3** **Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.**

### *Policies*

- S-3.1 Prevention Services.** We proactively mitigate or reduce the negative effects of fire, hazardous materials release, and structural collapse by implementing the regularly adopted California Fire Code and California Building Code.
- S-3.2 Community Outreach.** We provide education to local schools and community groups to promote personal and public safety.
- S-3.3 Fire and Emergency Medical Services.** We maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies and meet the needs of the community and state requirements.
- S-3.4 Special Team Services.** We maintain effective special rescue services.
- S-3.5 Emergency Notifications.** We maintain a public alert notification system that efficiently conveys information about imminent, developing, ongoing, and concluding emergency events to residents and visitors, working with network providers that translate information into other languages.
- S-3.6 Interagency Cooperation.** In order to back up and supplement our capabilities to respond to emergencies, we participate in the California Fire Rescue and Mutual Aid Plan.
- S-3.7 Water Supply and System Redundancy.** We monitor our water system to manage and ensure adequate firefighting water supplies.
- S-3.8 Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings. (Link to Community Design Element)
- S-3.9 Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.

### **S-4 Noise Hazards**

Physical health, psychological wellbeing, social cohesion, property values and economic productivity can all be affected by excessive amounts of noise. Ontario has many mobile and stationary sources of noise, impacts from them must be considered in development decisions.

**Goal S-4 An environment where noise does not adversely affect the public's health, safety, and welfare.**

### *Policies*

- S-4.1 Noise Mitigation.** We utilize the City's Noise Ordinance, building codes, and subdivision and development codes to mitigate noise impacts.

- S-4.2 Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.
- S-4.3 Airport Noise Mitigation.** We aggressively pursue funding and utilize programs to reduce effects of aircraft noise in impacted areas of our community.
- S-4.4 Truck Traffic.** We manage truck traffic to minimize noise impacts on sensitive land uses.
- S-4.5 Roadway Design.** We design streets and highways to minimize noise impacts.
- S-4.6 Airport Noise Compatibility.** We utilize information from Airport Land Use Compatibility Plans to prevent the construction of new noise-sensitive land uses within airport noise impact zones.
- S-4.7 Rail Noise Mitigation.** We require residential and mixed use development of vibration-sensitive uses in areas within 200 feet of rail to evaluate for indoor vibration levels and mitigate any exceedances of the Federal Transit Administration vibration-annoyance criteria.

## S-5 Wind-Related Hazards

Severe windstorms can pose a significant risk to property and life in the region by creating conditions that disrupt essential systems such as public utilities, telecommunications, and transportation routes. High winds, including Santa Ana winds, can cause damage to homes, businesses, landscaping, public property, and utilities, as well as pose threats to public safety through the accelerated spread of a fire. The alluvial sand that underlies the majority of Ontario is very susceptible to erosion, and strong winds cause this sand to impact property, air quality, and visibility.

**Goal S-5 Minimize the risk of injury, property damage, and economic loss resulting from windstorms and wind-related hazards.**

### *Policies*

- S-5.1 Dust Control Measures.** We require the implementation of Best Management Practices for dust control at all excavation and grading projects.
- S-5.2 Grading in High Winds.** We prohibit excavation and grading during strong wind conditions, as defined by the Building Code.
- S-5.3 Public Safety Power Shutoffs.** We coordinate with utility companies to minimize service interruptions, such as Public Safety Power Shutoffs, before, during, and after windstorms and wind-related hazards.

## S-6 Hazardous Materials & Waste

Ontario's role as a transportation hub and manufacturing center is key to the City's economy. However, these uses make the city susceptible to spills of toxic materials and vulnerable to the byproducts generated in industrial areas. Earthquakes, fires, floods, and strong winds all increase the potential of a hazardous materials release, contaminating the land, air, and water. Of particular concern is exposure to airborne pollutants and groundwater contamination.

### Goal S-6 Reduced potential for hazardous materials exposure and contamination.

#### *Policies*

- S-6.1 Disclosure and Notification.** We enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport.
- S-6.2 Response to Hazardous Materials Releases.** We respond to hazardous materials incidents and coordinate these services with other jurisdictions.
- S-6.3 Safer Alternatives.** We minimize our use of pesticides and other hazardous materials by choosing non-toxic alternatives that do not pose a threat to the environment, especially when it could affect public park facilities and open spaces.
- S-6.4 Safe Storage and Maintenance Practices.** We require that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases.
- S-6.5 Location of Hazardous Material Facilities.** We regulate facilities that will be involved in the production, use, storage, or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. We prohibit new hazardous waste facilities in close proximity to sensitive land uses and environmental justice areas.
- S-6.6 Location of Sensitive Land Uses.** We prohibit new sensitive land uses from locating within airport safety zones and near existing sites that use, store, or generate large quantities of hazardous materials. (Link to Land Use Element)
- S-6.7 Household Hazardous Waste.** We support the proper disposal of household hazardous substances.
- S-6.8 Mitigation and Remediation of Groundwater Contamination.** We actively participate in local and regional efforts directed at both mitigating environmental exposure to contaminated groundwater and taking action to clean up contaminated groundwater once exposure occurs.
- S-6.9 Remediation of Methane.** We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

## S-7 Law Enforcement

Maintaining health and safety in Ontario’s residential neighborhoods and commercial and industrial districts contributes to the City’s prosperity. Ontario achieves this through a proactive approach that includes prevention strategies that engage the community.

**Goal S-7 Residential neighborhoods, commercial areas, and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, and community involvement in public safety.**

### *Policies*

- S-7.1 Police Unit Response.** We respond to calls for service in a timely manner.
- S-7.2 Community Oriented Problem Solving (C.O.P.S.).** We support and maintain the mission of COPS to identify and resolve community problems.
- S-7.3 Prevention Services.** We provide crime prevention programs targeted to youth, parents, seniors, businesses, and neighborhoods.
- S-7.4 Crime Prevention through Environmental Design (CPTED).** We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces, and buildings.
- S-7.5 Interdepartmental Coordination.** We utilize all City departments to help reduce crime and promote public safety.
- S-7.6 Partnerships.** We partner with other local, state, and federal law enforcement agencies and private security providers to enhance public safety services in Ontario.
- S-7.7 Resource Allocation.** We analyze crime data to evaluate the effectiveness of crime prevention and reduction strategies and allocate resources accordingly.
- S-7.8 Social Services.** We support behavioral health and social services as part of the public safety solution.

## S-8 Emergency Management

Ontario is susceptible to a variety of natural and human-caused hazards including earthquakes, floods, fires, windstorms, and hazardous materials release. While evacuation routes are located throughout the city, some neighborhoods may have evacuation constraints. Ontario seeks to reduce risks and increase resilience by building collaborative preparedness, response, and recovery programs.

**Goal S-8 Disaster resilient, prepared community through effective emergency/disaster preparedness, response, mitigation, and recovery.**



*Policies*

- S-8.1 State and Federal Mandates.** We maintain emergency management programs that meet the requirements of the State of California Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS).
- S-8.2 Emergency Management Plans.** We maintain, update, and adopt the Emergency Operations Plan (EOP) and incorporate, by reference the City’s Hazard Mitigation Plan (HMP).
- S-8.3 Emergency/Disaster Training Exercises.** We conduct training and exercises to prepare for and evaluate emergency/disaster response and recovery procedures.
- S-8.4 Interagency Collaboration.** We maintain partnerships, including automatic aid agreements, with fire protection, police and sheriff departments, and emergency management agencies in San Bernardino and Riverside County to strengthen emergency response.
- S-8.5 Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster preparedness, response, mitigation, and recovery.
- S-8.6 Community Outreach.** We provide education to the community to promote personal, family, and community emergency preparedness to both natural and human-generated hazards.
- S-8.7 Extreme Heat and Air Quality.** We work to ensure that all community members are informed about and have access to community cooling centers and clean air centers during extreme heat events or wildfires, with a focus on serving environmental justice communities. We support the development of extreme heat emergency response policies and practices to address these critical health risks in the community.
- S-8.8 Regional Partnerships for Climate Adaptation.** We partner with local governments in San Bernardino County, Riverside County, and Inland Southern California Climate Collaborative to develop regional climate change adaptation strategies and programs.
- S-8.9 Backup Power in Critical Facilities.** We require backup power be maintained in critical facilities. We encourage backup power solutions that include renewable energy components.

## S-9 Energy Resiliency

Maintaining an efficient and resilient energy supply for Ontario’s residents and businesses helps ensure continuity of economic drivers and city operations. Ontario attains energy resiliency through creating local, renewable energy and battery storage systems, constructing new buildings and retrofitting existing ones to use less electricity and natural gas.

**Goal S-9**      **Incorporate energy efficient practices and renewable energy systems to improve air quality, comfort, and energy reliability during temporary power outages.**

**S-9.1**          **Solar Energy.** We support and may incentivize the installation of residential and commercial solar panels and battery storage systems that can provide electricity during power outages.

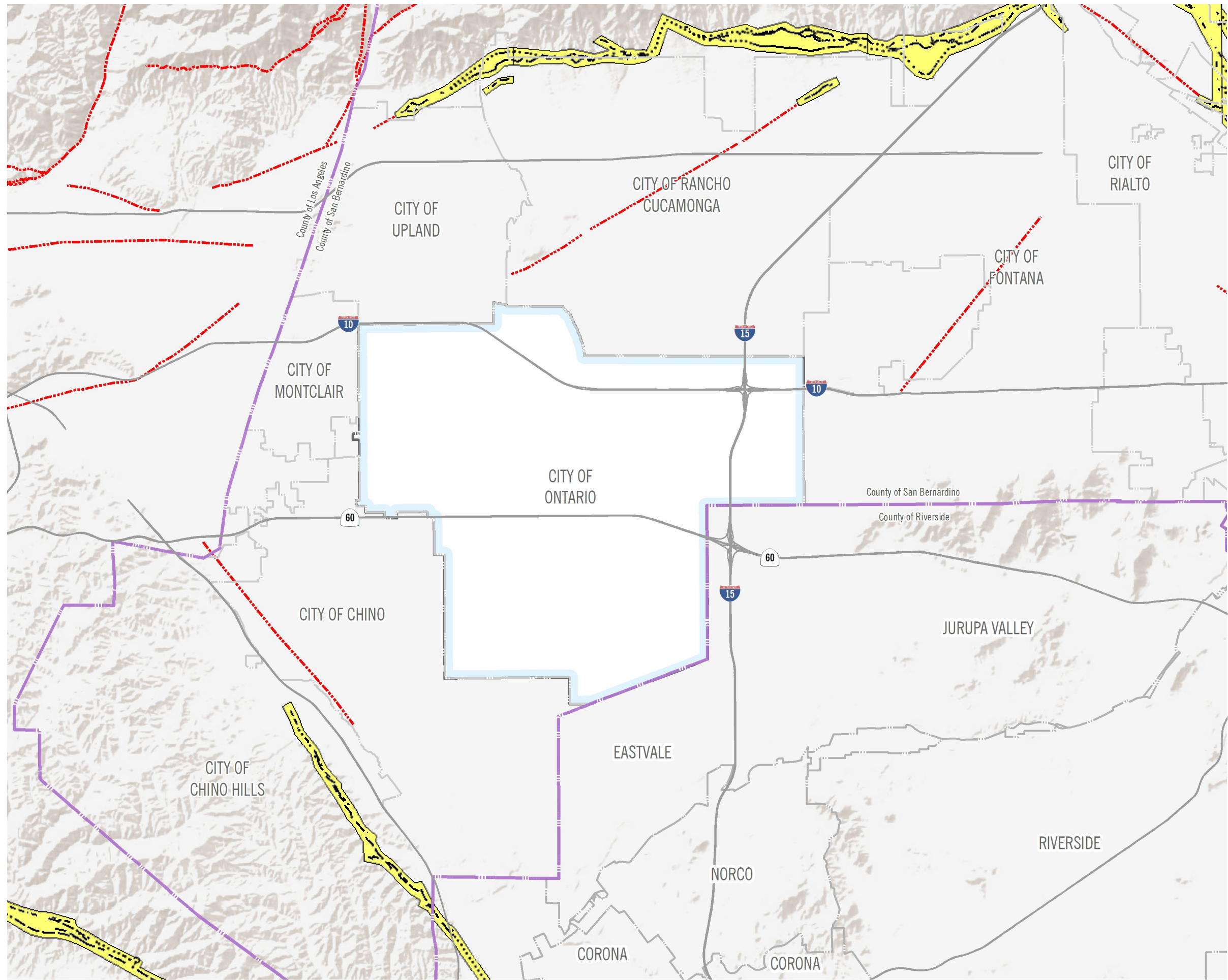
**S-9.2**          **Renewable Energy.** Renovate existing city-owned facilities and plan future facilities to include renewable energy generation capacity and battery storage as part of an effort to make public facilities and services greener and more resilient to power outages.

**S-9.3**          **Energy Efficiency Retrofits.** We support and may incentivize retrofits to residential and commercial buildings that improve energy efficiency and insulation from extreme temperatures, giving priority towards low-income applicants.

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**Exhibits: Figures**

Figure S-01  
Regional Faults & Fault Zones



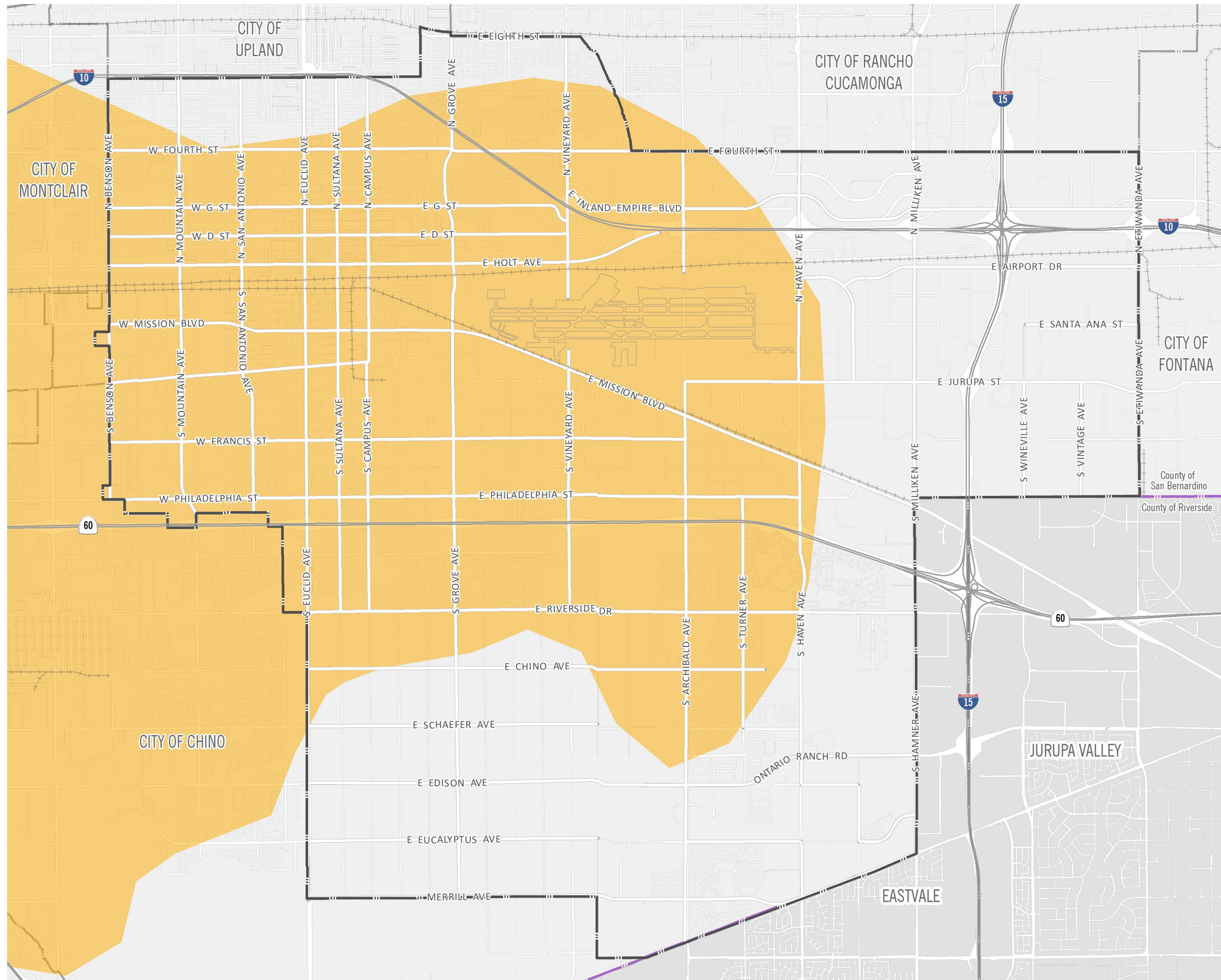
- Ontario City Boundary
- County Boundary
- Alquist Priolo Fault Traces
  - Inferred
  - Concealed
- Alquist Priolo Fault Zones
- Regional Faults (USGS)

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**THE ONTARIO PLAN**

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Source: USGS 2021


Date: 5/9/22



SAFETY

Figure S-02  
Subsidence Zones

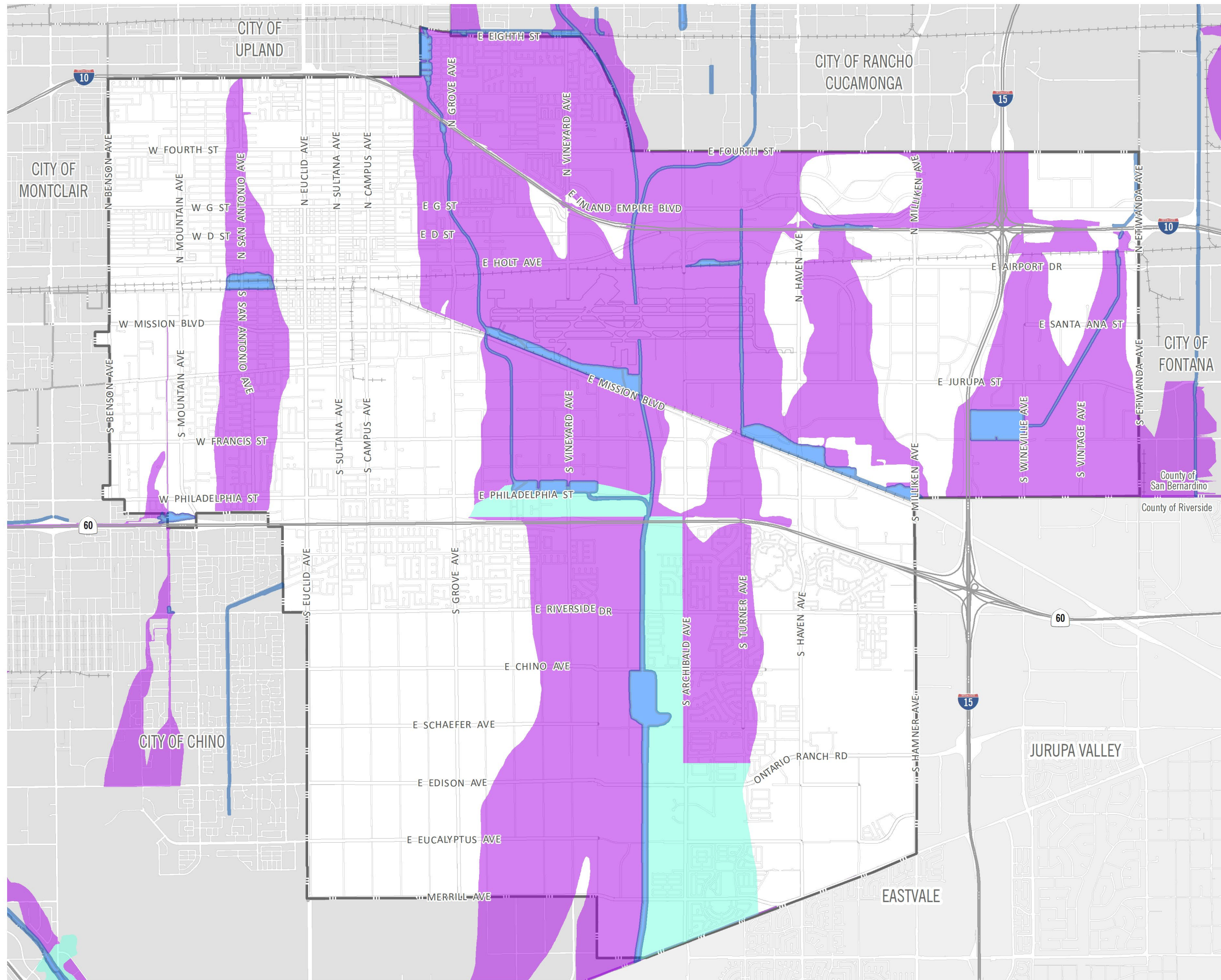
-  Ontario City Boundary
-  County Boundary
-  Subsidence Due to Groundwater Pumping
-  Rail Network



2050  
**THE ONTARIO PLAN**

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Source: The City of Ontario 2021 Date: 5/9/22



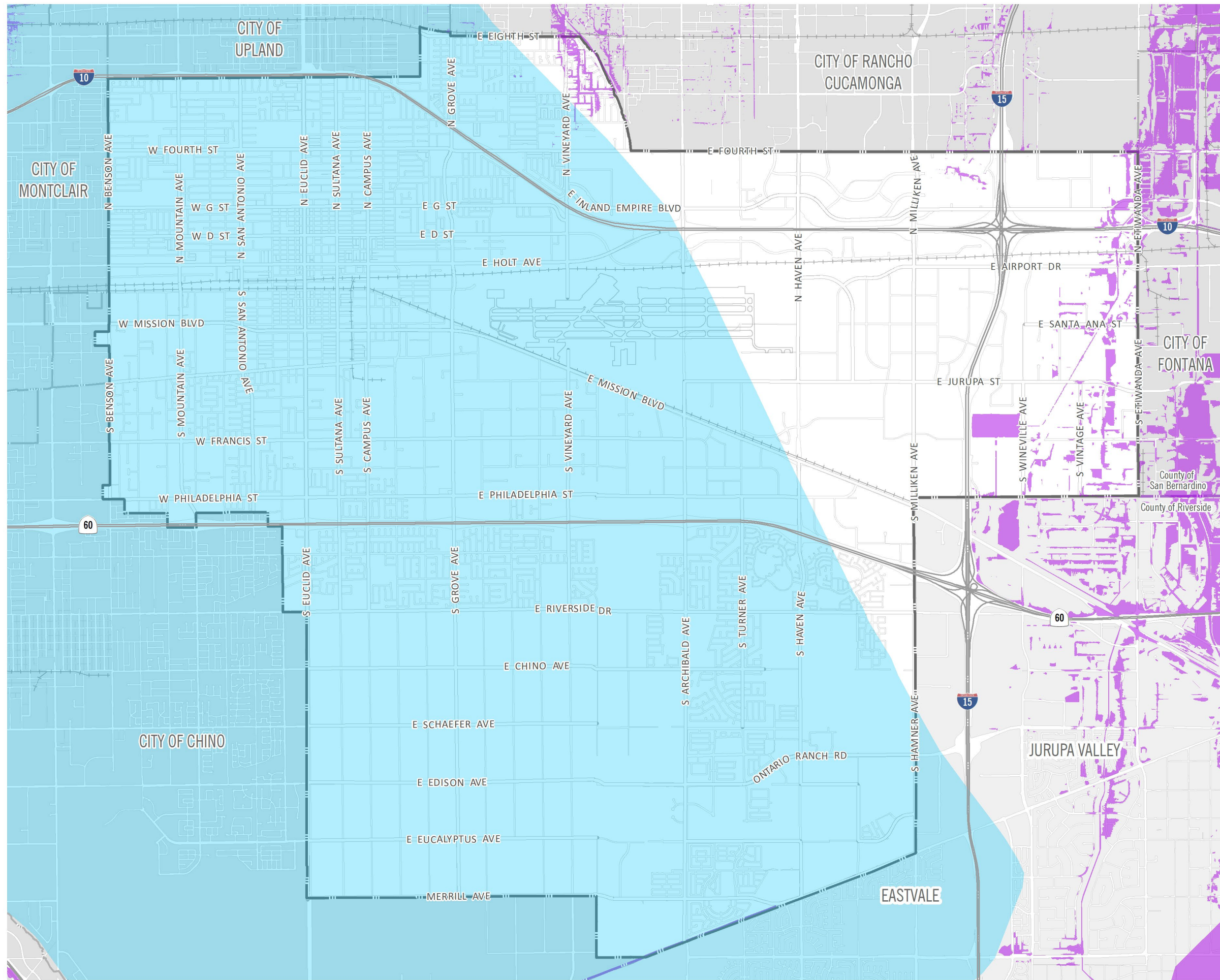
SAFETY

Figure S-03  
Flood Hazard Zones

- Ontario City Boundary
- County Boundary
- Rail Network
- Flood Zone**
  - FEMA 100-Year Floodplain
  - FEMA 500-Year Floodplain
  - Area with Reduced Flood Risk Due to Levee



Figure S-04  
Dam Inundation Zones

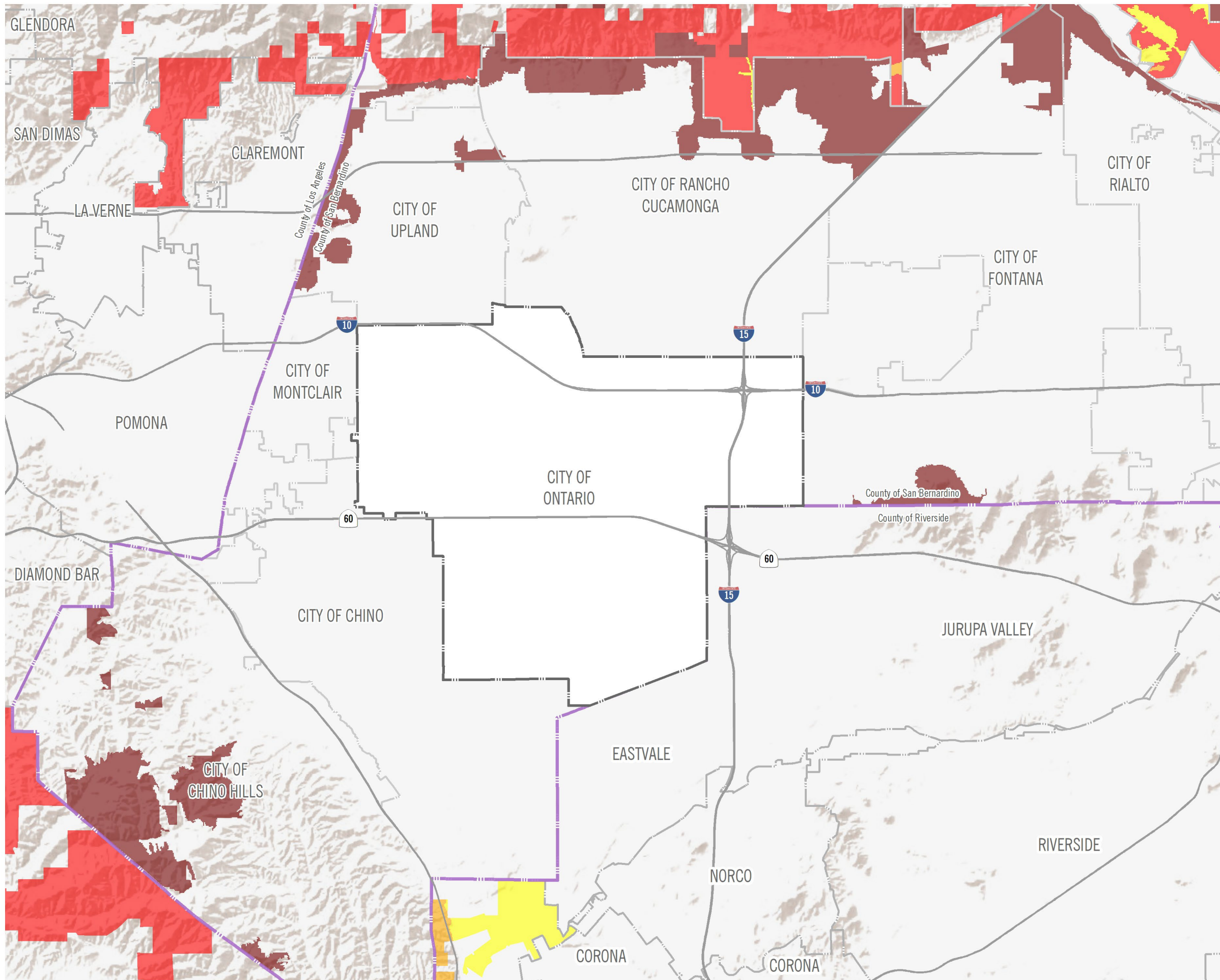


- Potential Inundation from San Antonio Dam
- Potential Inundation from Debris Basins
- Ontario City Boundary
- County Boundary
- Rail Network

2050  
**THE ONTARIO PLAN**

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Source: DWR 2021 Date: 5/9/22

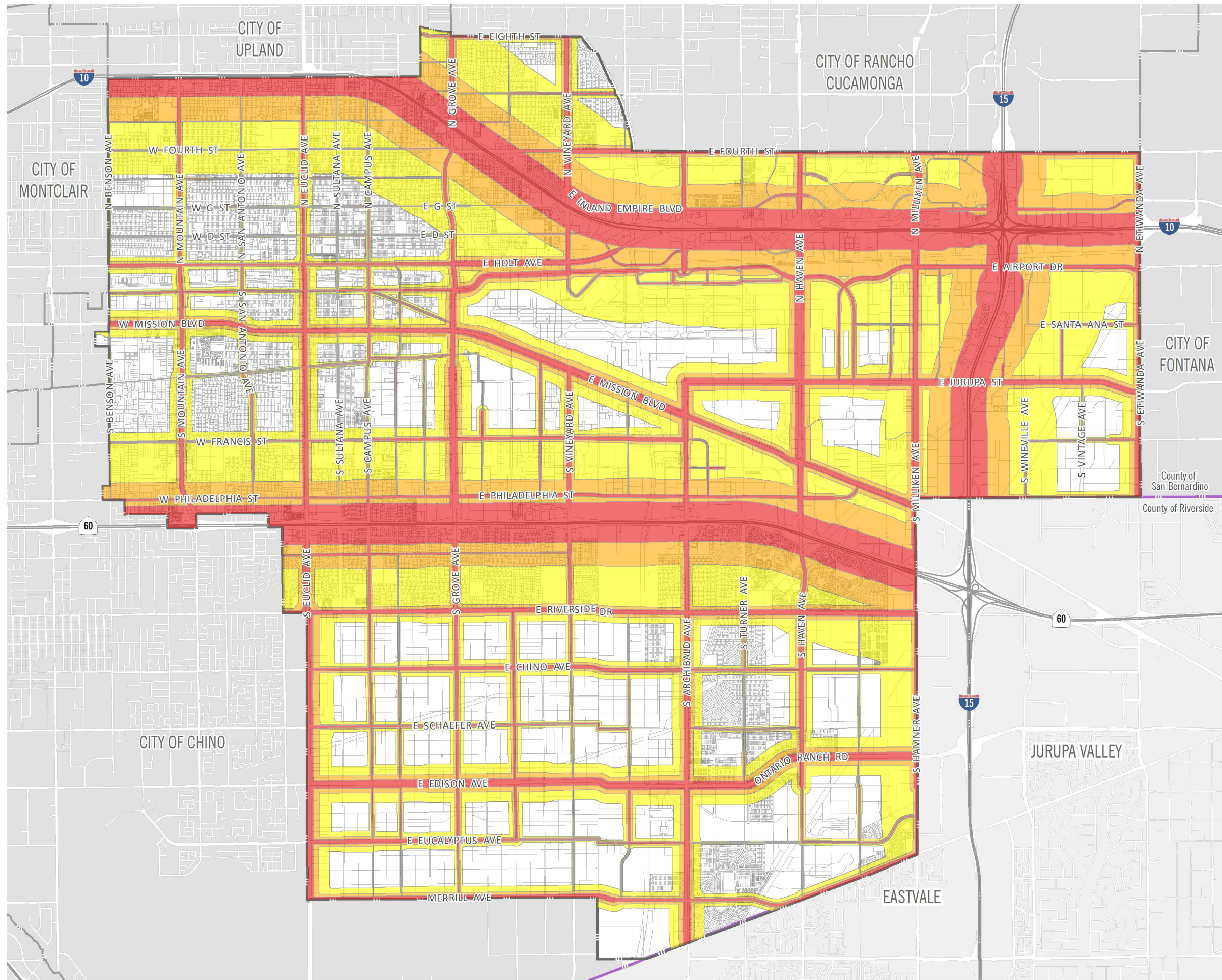


SAFETY

Figure S-05  
Fire Hazard Severity Zones

- Ontario City Boundary
- County Boundary
- Fire Hazard Severity Zone in Local Responsibility Area
- Hazard Class
  - Very High
- Fire Hazard Severity Zone in State Responsibility Area
- Hazard Class
  - Very High
  - High
  - Moderate



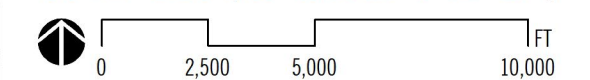


NOISE

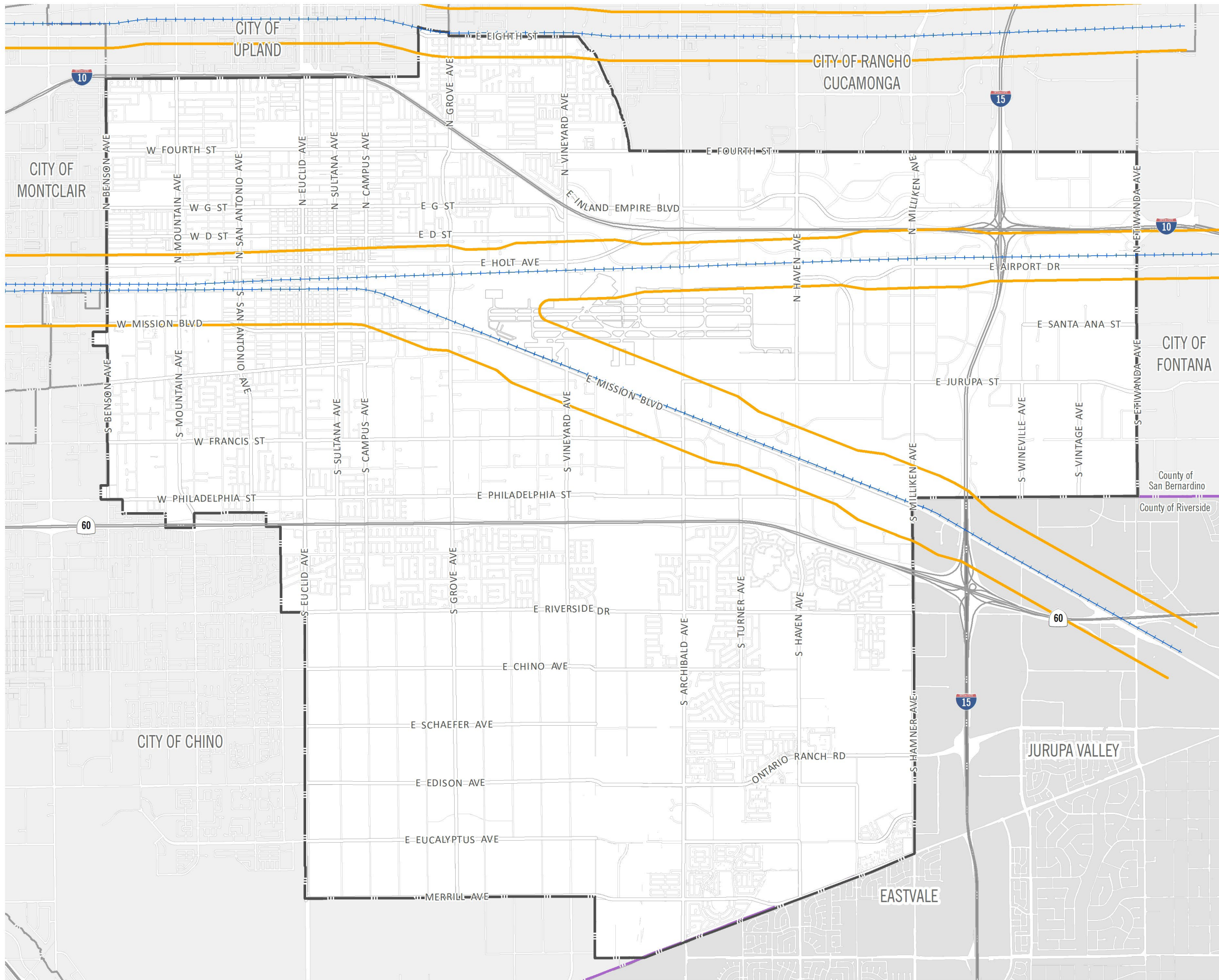
Figure S-06a  
Future Traffic Noise Contours

Future Noise Contours

- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL
- Ontario City Boundary
- County Boundary








Source: Fehr & Peers 2021; PlaceWorks 2021 Date: 5/9/22



SAFETY

Figure S-06b  
 Rail Noise Contour

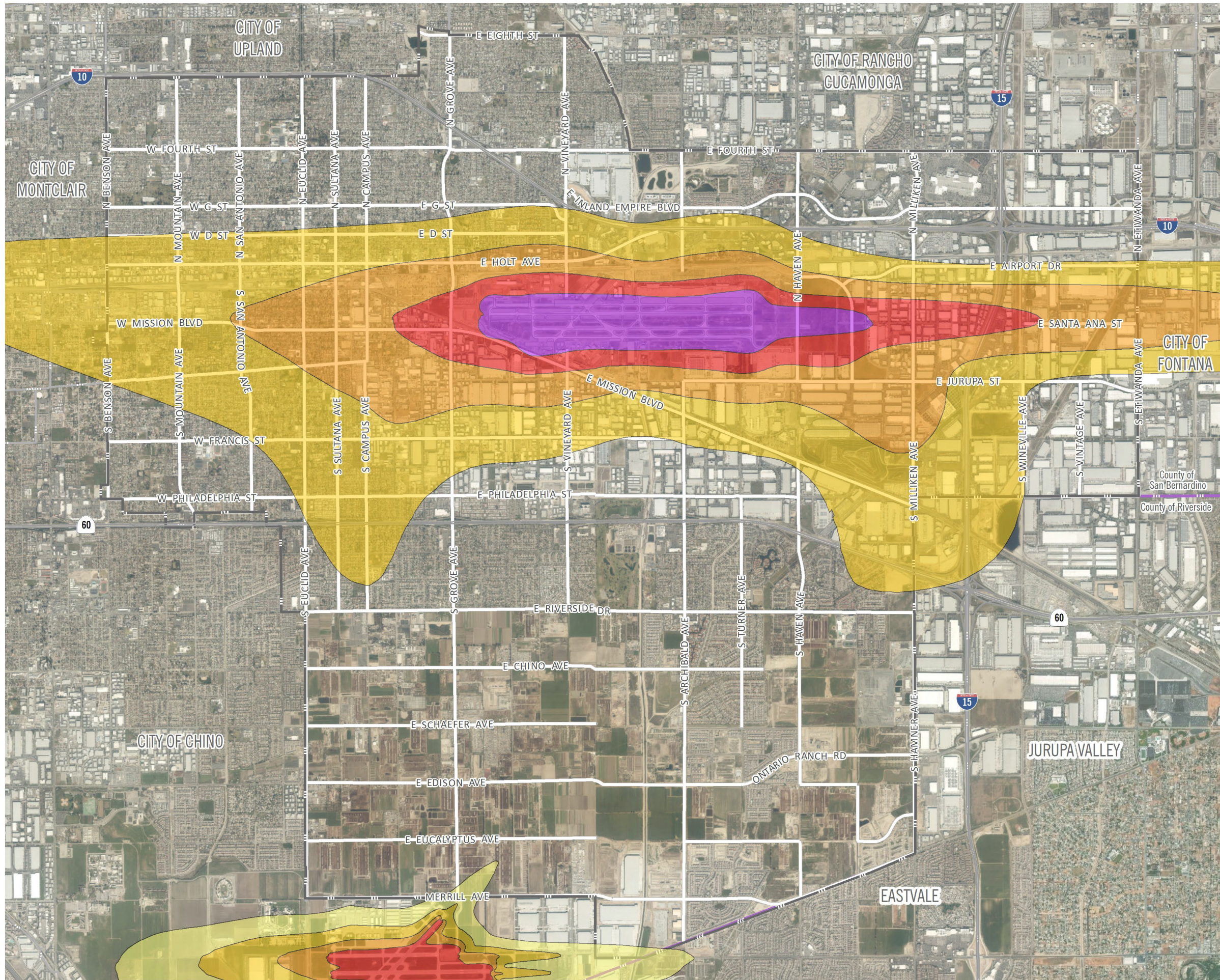
-  Rail Network
-  Future 65 dBA CNEL
-  Ontario City Boundary
-  County Boundary



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**THE ONTARIO PLAN**

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Source: The City of Ontario 2009 Date: 5/9/22



SAFETY

Figure S-06c  
Airport Noise Contours

- Ontario City Boundary
- County Boundary
- Ontario Airport Noise Contours**
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70-75 dBA CNEL
- 75+ dBA CNEL
- Chino Airport Noise Contours**
- 55-60 dBA CNEL
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL

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**THE ONTARIO PLAN**

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Source: The City of Ontario 2020, 2022;  
Riverside County ALUCP 2008

Date: 5/9/22

SAFETY

Figure S-07  
**Hazardous Material Cleanup Sites**

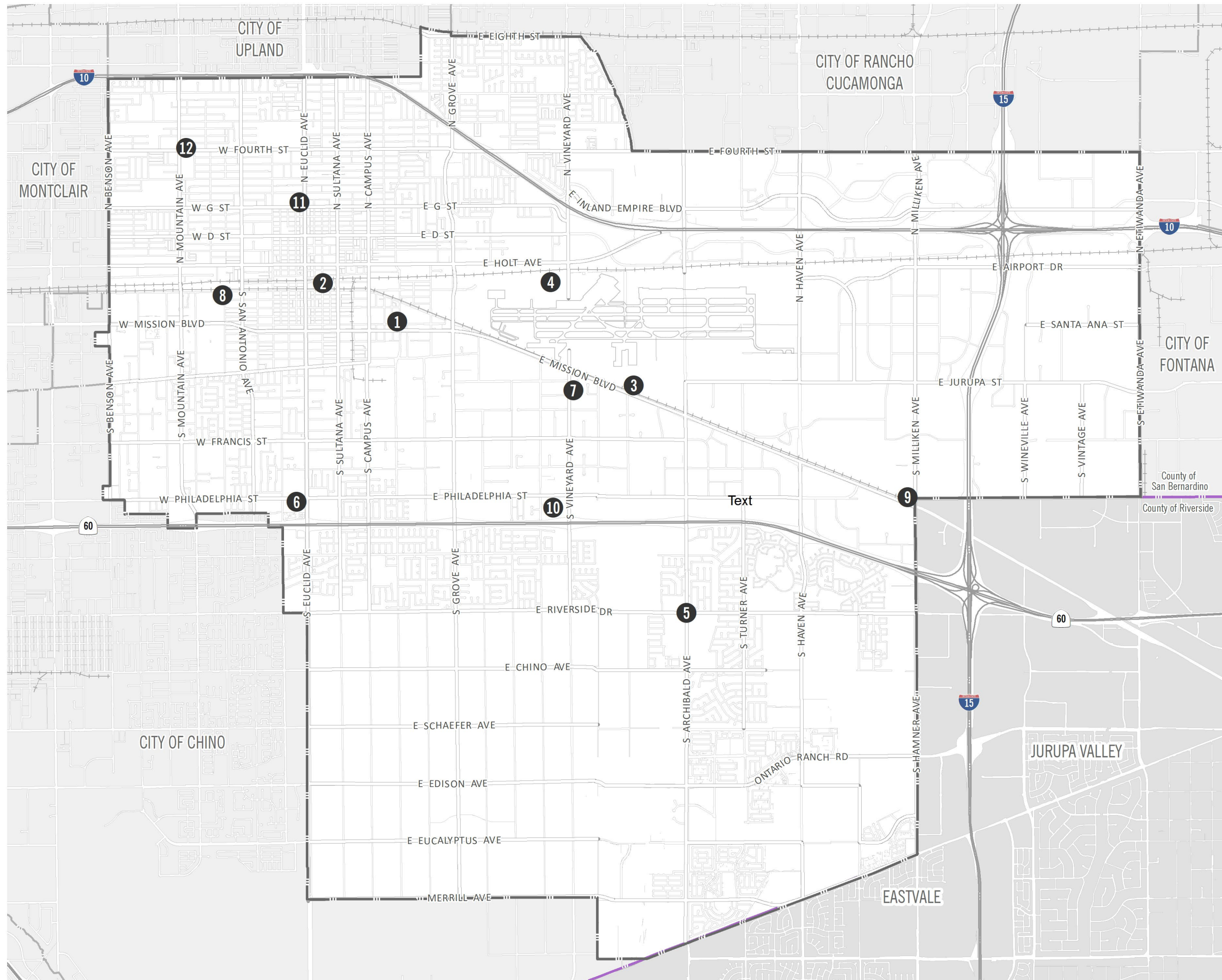
-  Ontario City Boundary
-  County Boundary
-  Rail Network


**Hazardous Material Cleanup Sites (Open Cases)**


- 1, Alger Manufacturing Company Inc.
- 2, General Electric – Flat Iron
- 3, General Electric Co – Jet Engine Test Cell Facility
- 4, Ontario International Airport Joint Investigation
- 5, South Archibald TCE Plume
- 6, Sunshine Cleaners
- 7, 1425 South Vineyard Avenue
- 8, Aluminum – Art Plating Company Inc.
- 9, American Metals Recycling
- 10, Danco
- 11, Mission Cleaners
- 12, Ontario Plaza

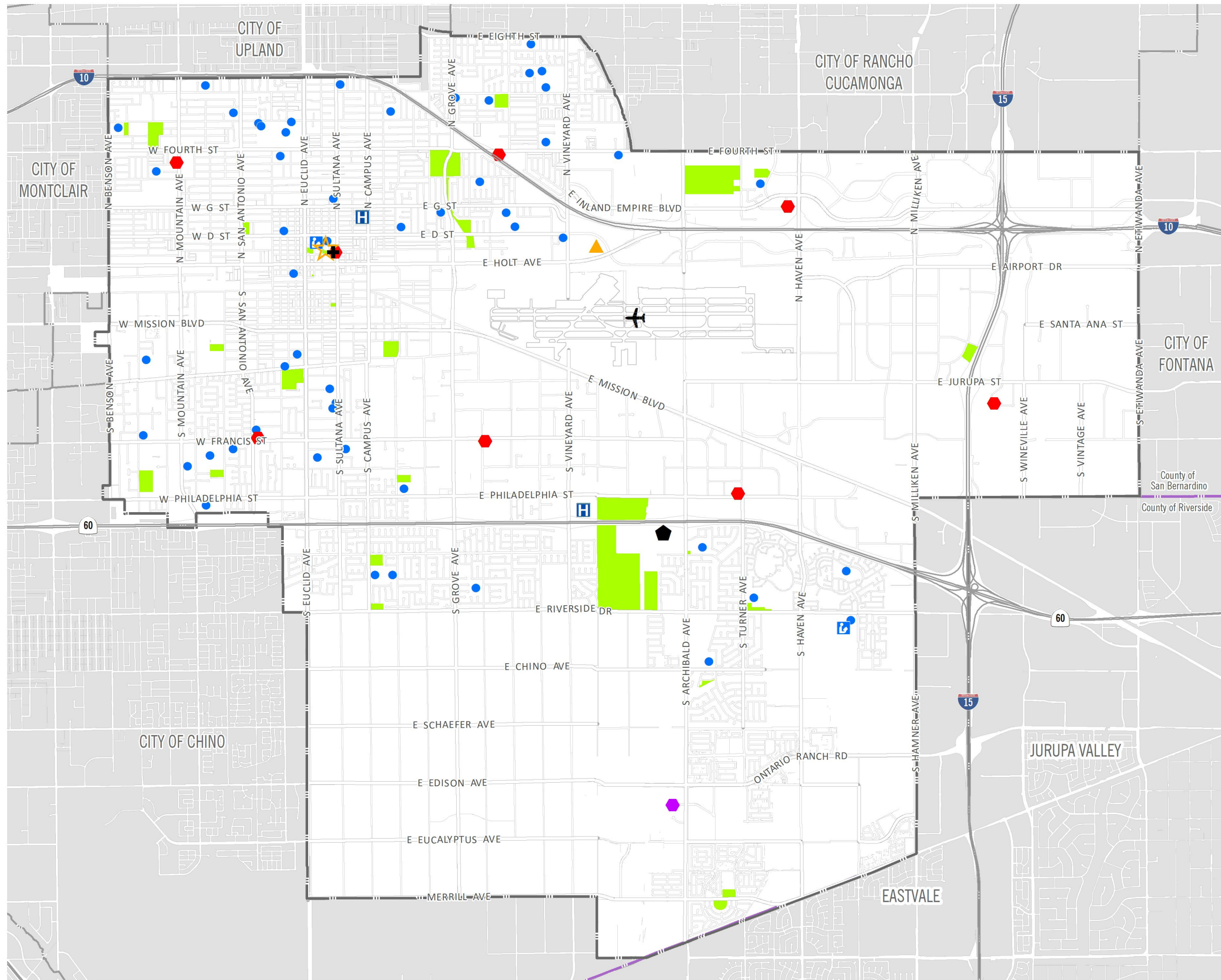
Cleanup sites include those where soil or groundwater has been affected or is suspected to be affected by a chemical release from past or present land uses (referred to as “environmental cases”) and are identified on federal, state, and local regulatory agency lists. These lists are developed to document and record disturbance activities on identified sites. The status of each environmental case varies and can be either active (with ongoing investigations or remediation), closed (remediation or clean-up completed and approved by the regulatory agency), or unresolved (usually indicating that efforts toward remediation have stalled or been suspended).

This exhibit shows cleanup sites with open cases in Ontario which include sites with an active or unresolved status.



  
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**THE ONTARIO PLAN**

  
 Source: Envirostar 2021, GeoTracker 2021      Date: 5/9/22



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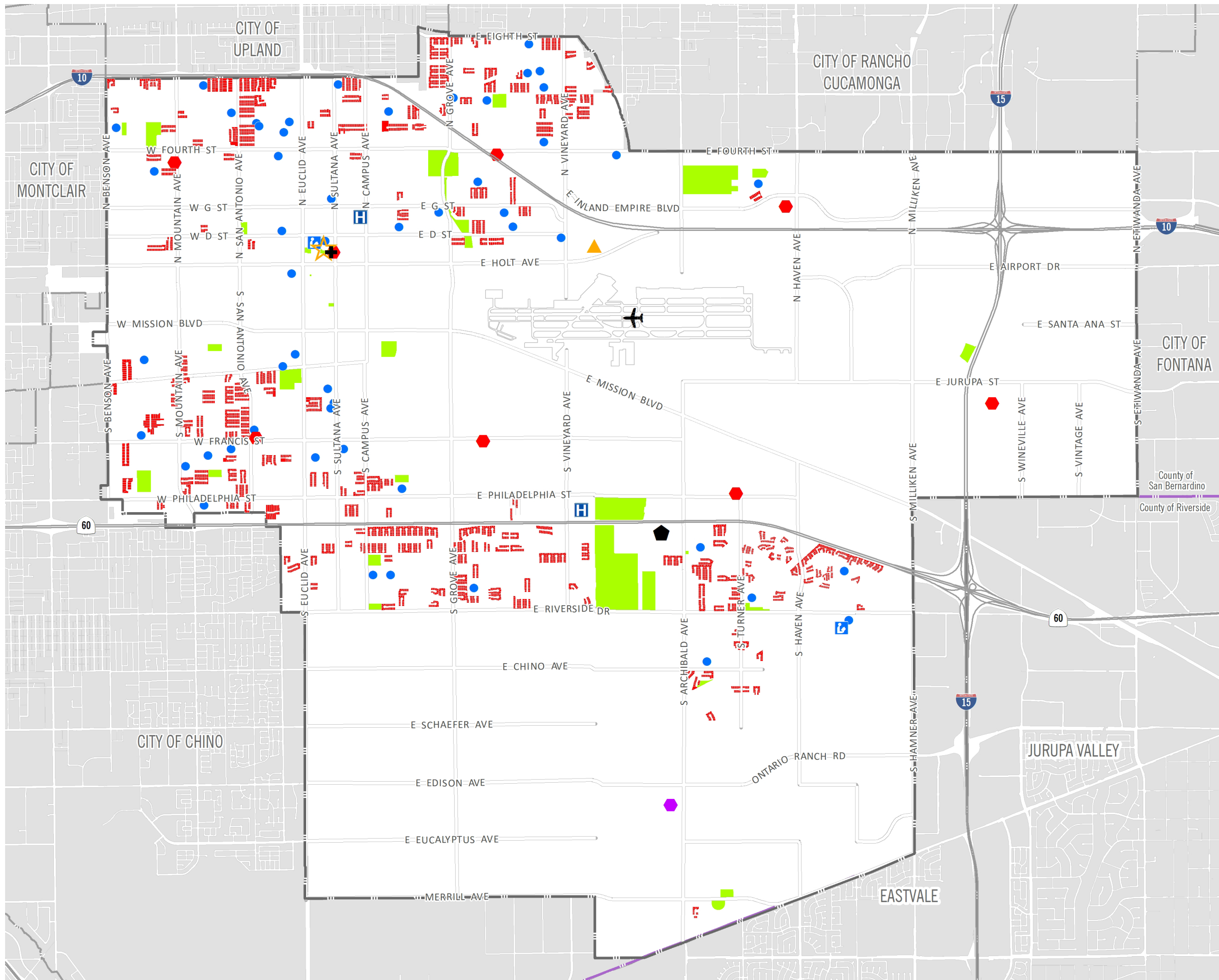
Figure S-08  
Critical Facilities

- Ontario City Boundary
- County Boundary
- Critical Facilities**
- City Hall
- EOC
- Police Headquarters
- Convention Center
- Fire Station
- New Fire Station
- Airport
- Hospital
- Library
- Public & Private Schools
- Park

2050  
**THE ONTARIO PLAN**

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021 Date: 5/9/22

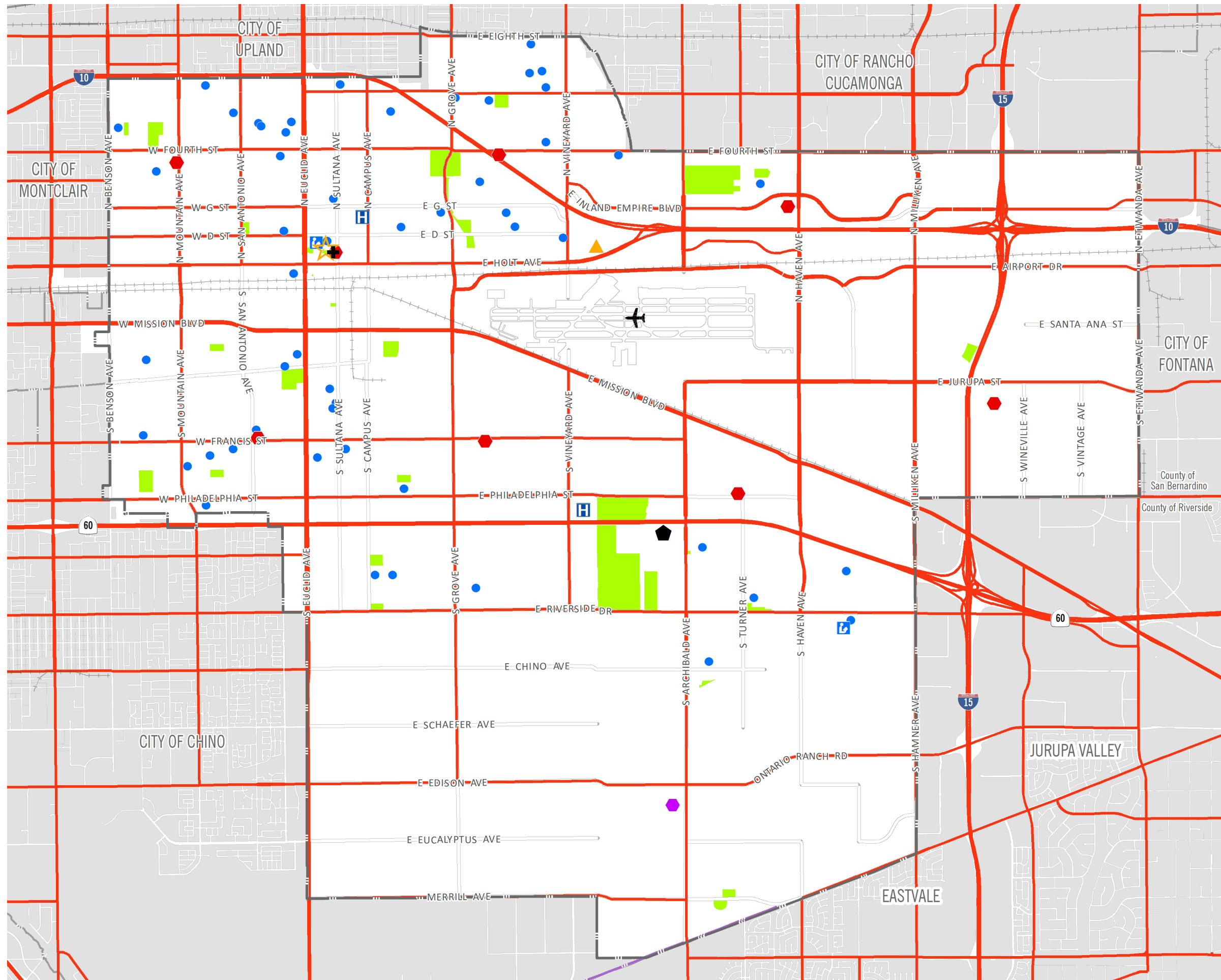


SAFETY

Figure S-09  
Evacuation Constrained Areas

- Ontario City Boundary
- County Boundary
- Residential Parcel with Evacuation Constraint
- Critical Facilities**
- City Hall
- EOC
- Police Headquarters
- Convention Center
- Fire Station
- New Fire Station
- Airport
- Hospital
- Library
- Public & Private Schools
- Park





SAFETY

Figure S-10  
Evacuation Routes

- County Boundary
- Ontario City Boundary
- Rail Network
- Evacuation Routes
- Critical Facilities**
- City Hall
- EOC
- Police Headquarters
- Convention Center
- Fire Station
- New Fire Station
- Airport
- Hospital
- Library
- Public & Private Schools
- Park



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**Exhibits: Documents Incorporated by Reference**

**Local Hazard Mitigation Plan**  
**Vulnerability Assessment Report**



## MOBILITY ELEMENT

### Introduction

Ontario is strategically located within a regional transportation network that includes an international airport with passenger and air cargo operations, three freeways, three freight rail lines, commuter and passenger rail services, public transit and a local network of streets and multi-purpose trails. This network provides multimodal transportation options for those traveling within, to or through the City. This robust system creates unique opportunities for Ontario as a regional jobs hub and a complete community. Ontario's Vision to concentrate growth in key locations will allow the City to capitalize on this transportation system.

Ontario's Vision is that there will be more mobility options as the City and the region grow. Personal vehicles will continue to provide individual mobility and flexibility for travel, though fuel systems will change, and guidance technology will become much more sophisticated. Bus travel will be a convenient and reliable option. The commuter rail system will provide service all day throughout the region and high-speed rail may be developed for longer-distance trips. Air travel will be linked through a future multimodal station in close proximity to ONT airport where access to many modes of transit will be available. Freight transportation via trucks, rail and air cargo will provide efficient movement of goods to the City, region, and beyond while minimizing negative impacts.

The mobility system will be coordinated with future land use patterns and levels of buildout. Access and connectivity to mobility options will be integrated into neighborhoods, center, corridors and districts. The placement of housing, jobs and amenities in closer proximity to each other and design strategies focused on the pedestrian and a variety of multimodal options will make walking and other forms of active transportation a desirable alternative to driving.

### Purpose

The Mobility Element:

- Provides overall guidance for the City's responsibility to satisfy the local and subregional mobility needs of our residents, visitors, and businesses while maintaining the quality of life outlined in the Vision.
- Coordinates the mobility system with future land use patterns and levels of buildout.
- Addresses access and connectivity among the various neighborhoods, centers, corridors, and districts.
- Addresses the range of mobility options, including vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, other modes of active transportation, and transit.

## Principles

The City believes:

- Access to convenient local and regional mobility options is essential to the City's growth and prosperity.
- A comprehensive multimodal mobility system is vital to providing equitable access to jobs, schools, shopping, services, parks, and other key destination points for people of all abilities and incomes.
- Transportation systems should reflect the context and desired character of the surrounding land uses.
- Well designed and maintained roadways, sidewalks, and bikeways are essential for the safe and efficient movement of goods and people.
- Transportation routes and their rights-of-way should be planned and preserved based upon projected travel demands.

## Goals & Policies

### M-1 Roadway System

Ontario's roadway system must meet multiple goals. It must provide convenient access and be safe, free flowing, visually appealing, multifunctional and in context with its surroundings. The roadway system should be designed to provide the necessary capacity to accommodate the traffic generated from the future buildout of the Land Use Plan while maintaining feasible Level of Service standards. The street rights-of-way also need to accommodate pedestrians, bicyclists, landscaping, traffic control devices, and infrastructure in a manner that is safe and aesthetically pleasing. Exhibit M-01, Roadway Classifications shows the hierarchy of our roadway system, consistent with the guidelines of the Federal Highway Administration.

**Goal M-1**     **A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.**

### *Policies*

**M-1.1**     **Roadway Design and Maintenance.** We require our roadways to:

1. Comply with federal, state, and local design and safety standards;
2. Meet the needs of multiple transportation modes and users;
3. Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways;
4. Be maintained in accordance with best practices;

5. Be compatible with the streetscape and surrounding land uses; and
6. Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.

(Link to Community Design Element Policies CD-2.5, CD-2.6, CD-2.16, CD-3.3)

**M-1.2 Mitigation of Impacts.** We require development to mitigate its traffic impacts.

**M-1.3 Agency Coordination on Roadway Improvements.** We work with Caltrans, SBCTA, and others to identify, fund, and implement needed improvements to roadways when necessary. We work with neighboring jurisdictions to promote regional connectivity, access, and meet operational level of service standards at the City limits.

**M-1.4 Complete Streets.** We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.

**M-1.5 Level of Service.** Maintain a peak hour Level of Service (LOS) E or better at all intersections. Maintain Level of Service D or better on arterial streets in the City. Develop and maintain a list of locations where LOS E or LOS F are considered acceptable and would be exempt from this level of service policy. Considerations for LOS exemption include being restricted by environmental constraints, lacking available right-of-way, deterring an increase in VMT, or degrading other modes of travel (such as bicycle or pedestrian infrastructure).

**M-1.6 Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.

## M-2 Active Transportation

In Ontario, active modes of transportation, such as walking and bicycling, promote a healthy lifestyle, improve air quality and traffic congestion by reducing the number of vehicles on the road, help to provide equitable access for people of different abilities and incomes to all areas of the City, and play a key role in creating vibrant neighborhoods, centers, corridors, and districts. Promoting development patterns and a mix of land uses that encourage active transportation combined with requiring thoughtful design of our trails, rights-of-way, buildings, and public realm to create a safe, comfortable, and convenient experience is integral to establishing a robust active transportation network.

**Goal M-2** A system of trails and corridors that facilitate and encourage active modes of transportation.

### *Policies*

- M-2.1** **Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.
- M-2.2** **Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.
- M-2.3** **Pedestrian Walkways.** We require streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points. (Link to Community Design Policy CD-3.3)
- M-2.4** **Network Opportunities.** We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed-use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity. (Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section)

### **M-3 Public Transit**

Public transportation plays an important role in providing an equitable and comprehensive transportation system and is essential to achieving the Vision. It provides an alternative mode of transportation for motorists and a primary mode for the transit dependent. Though the development and operation of most public transit services and facilities are outside the City's authority, the City actively promotes transit through sound land planning, urban design, and active participation in regional transportation agencies.

Future features of the public transit system in Ontario could include a new multimodal transit center, more extensive and frequent local bus service, higher-speed bus rapid transit corridors for longer trips, more Metrolink trains that connect to other regional hubs, convenient transfer centers, light and high-speed rail connections, improved feeder systems, connections to the City's active transportation network, and future land use patterns that are designed to promote transit use.

**Goal M-3** A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit-dependent.

*Policies*

- M-3.1 Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.
- M-3.2 Alternative Transit Facilities at New Development.** We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.
- M-3.3 Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.
- M-3.4 Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and reduce vehicle miles traveled by targeting destinations and corridors with the highest number of potential riders.
- M-3.5 Light Rail.** We support extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations at the proposed multimodal transit center.
- M-3.6 Metrolink Expansion.** We advocate expansion of Metrolink service to include the Downtown and the multimodal transit center.
- M-3.7 High Speed Rail.** We encourage the development of high-speed rail systems that would enhance regional mobility in Southern California and serve the City of Ontario.
- M-3.8 Feeder Systems.** We work with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.
- M-3.9 Ontario Airport Metro Center Circulator.** We will explore development of a convenient mobility system, including but not limited to shuttle service, people mover, and shared car system, for the Ontario Airport Metro Center.
- M-3.10 Multimodal Transportation Center.** We intend to ensure the development of a multimodal transportation center near ONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center Circulator, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.
- M-3.11 Transit and Community Facilities.** We require the future development of community-wide serving facilities to be sited in transit-ready areas that can be served and made accessible by public transit. Conversely, we plan (and coordinate

with other transit agencies to plan) future transit routes to serve existing community facilities.

## M-4 Goods Movement

Goods movement in Ontario is provided via trains, trucks, and airplanes. The movement of goods to and through Ontario is critical to our economy, enabling growth of industrial and transportation-related businesses in the City and region. However, planes, trucks, and trains generate noise and air pollutants and contribute to traffic congestion along flight paths and corridors and at railroad grade crossings. To mitigate these impacts, we are committed to building grade-separated rail crossings, designing and locating industrial and warehousing land uses, and developing truck routes to protect our neighborhoods from truck traffic.

**Goal M-4** An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.

### *Policies*

- M-4.1** **Truck Routes.** We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.
- M-4.2** **Regional Participation.** We work with regional and subregional transportation agencies and adjacent cities to plan and implement goods movement strategies, including regional truck routes, plans and projects that improve mobility, support the efficient movement of goods, and minimize negative environmental impacts. (Link to Environmental Resources Policy ER-4.3)
- M-4.3** **Railroad Grade Separations.** We eliminate at-grade rail crossings identified on Exhibit M-01, Roadway Classifications.
- M-4.4** **Environmental Considerations.** We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.
- M-4.5** **Air Cargo.** We support and promote a ONT airport that accommodates 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.

## M-5 Regional Transportation

The transportation system serving Ontario, which includes three freeways, three rail mainlines and an international airport, provides our city with unparalleled regional access and is a primary reason for our tremendous potential. However, regional transportation forecasts project more congested freeways and local streets, which could limit economic development and affect quality of life. To maximize our potential and achieve our Vision, the City needs to be an active participant and leader in identifying and developing solutions to these issues through cooperative regional and subregional planning efforts.

Traditional solutions won't be enough to solve projected future regional traffic congestion and new approaches may be needed. The City should take a leadership role at the federal, state, regional, and subregional levels to pursue the most promising strategies.

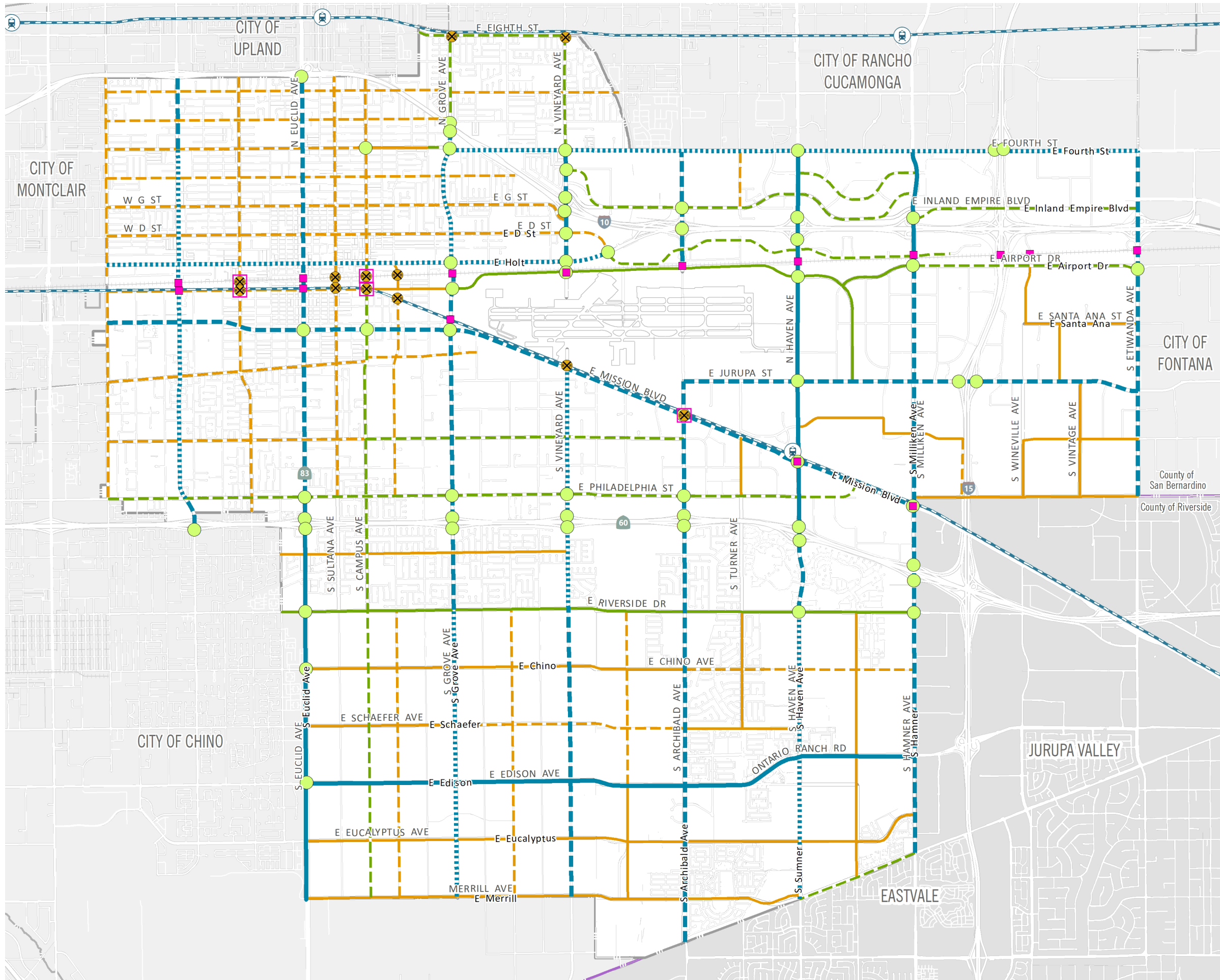
**Goal M-5**     **A proactive leadership role in helping identify and facilitate implementation of strategies that address regional transportation challenges.**

### *Policies*

- M-5.1**     **Regional Leadership.** We maintain a leadership role to help identify and implement potential solutions to long-term regional transportation problems.
- M-5.2**     **Land Use Compatibility with Regional Transportation Facilities.** We work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts.

**Exhibits: Figures**





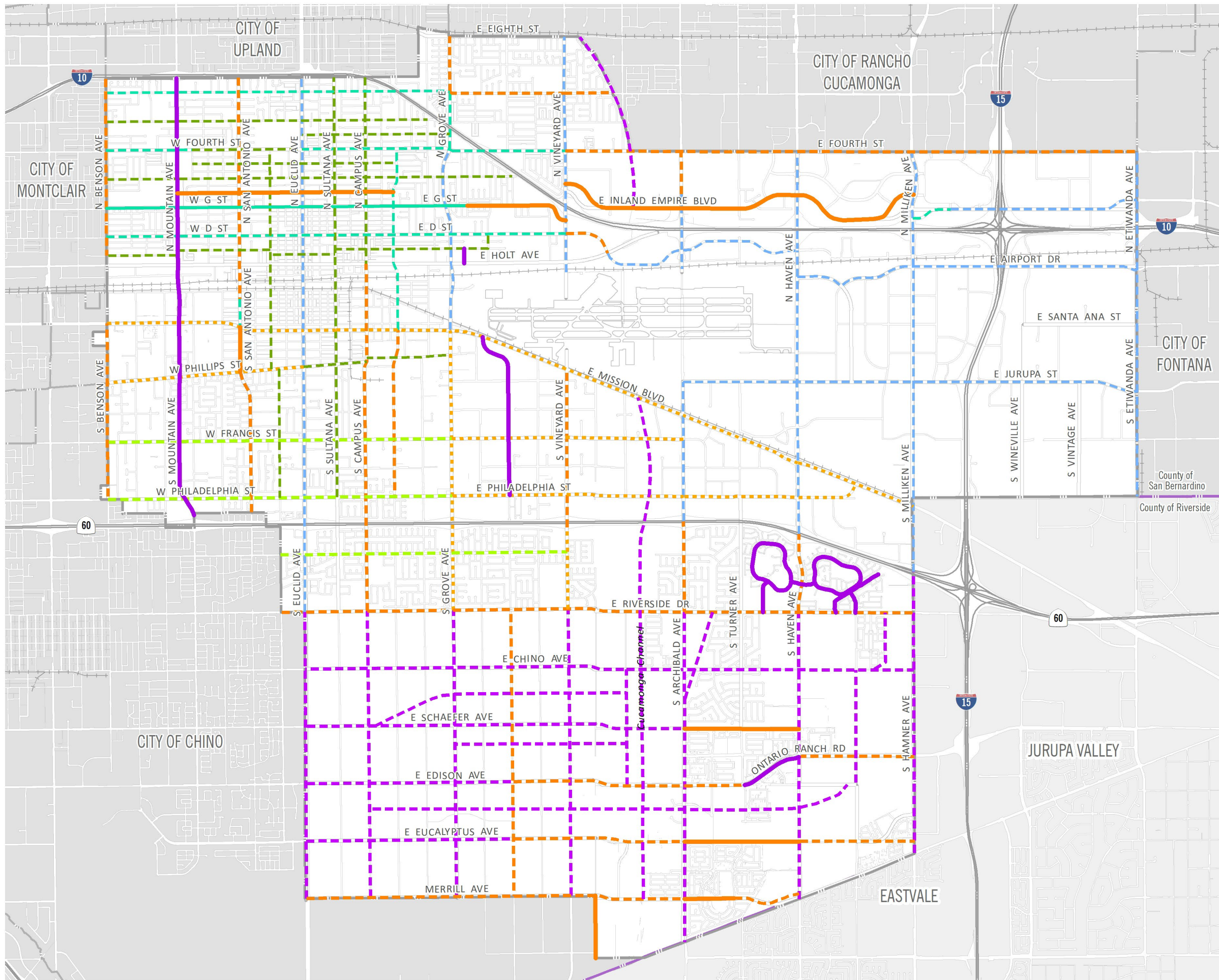
MOBILITY

Figure M-01  
Roadway Classifications

- Principal Arterial**
  - 8 Lanes
  - 6 Lanes
  - 4 Lanes
- Minor Arterial**
  - 6 Lanes
  - 4 Lanes
- Collector**
  - 4 Lanes
  - 2 Lanes
- Enhanced Intersections
- Rail Crossings**
  - Existing At-Grade Crossing
  - Existing Grade-Separated Crossing
  - Future Grade-Separated Crossing
- Metrolink
- Metrolink Station
- Railroad
- Ontario City Boundary
- County Boundary

2050  
**THE ONTARIO PLAN**

Source: The City of Ontario 2021 Date: 5/9/22



MOBILITY

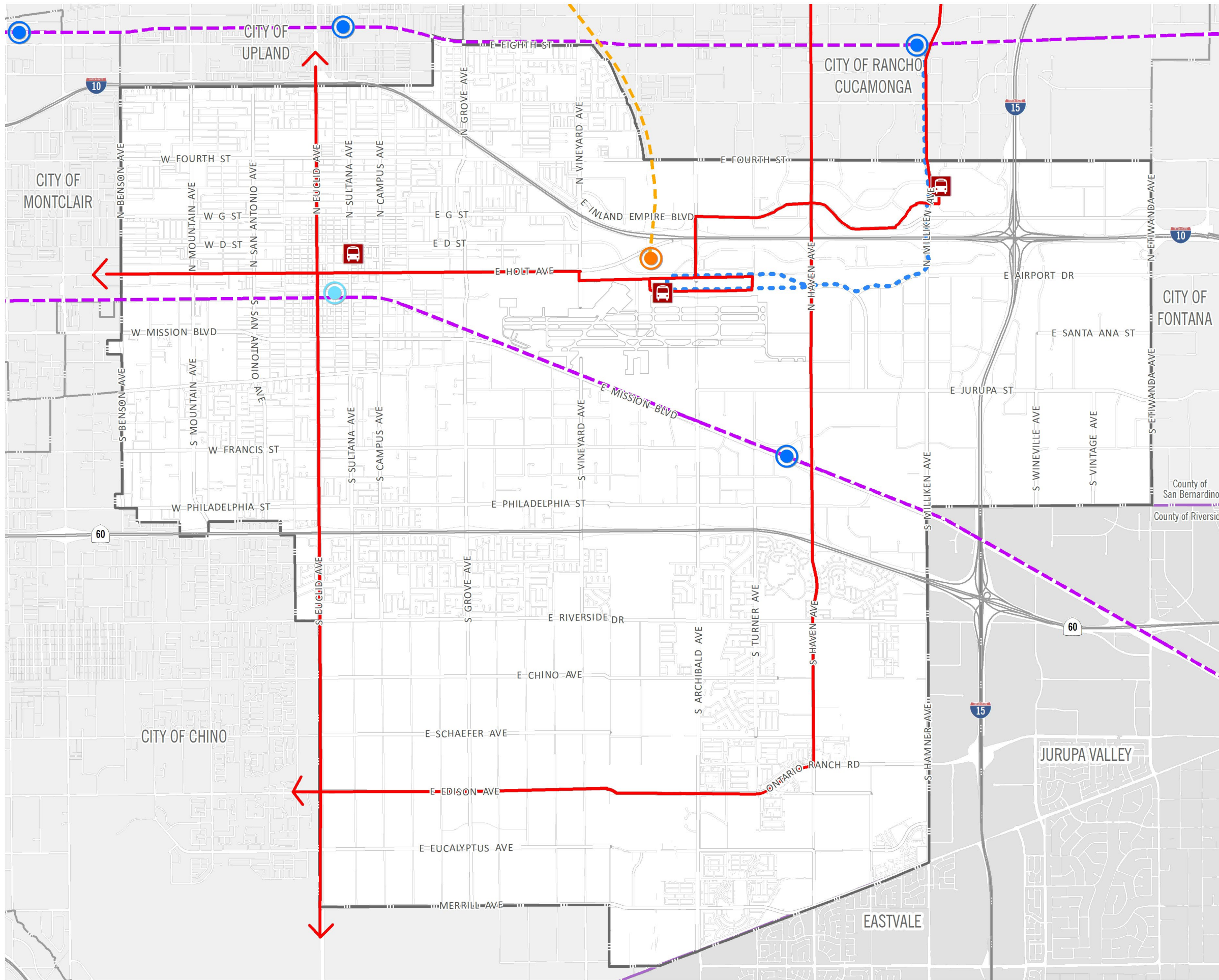
Figure M-02  
 Multipurpose Trails & Bikeways

- Ontario City Boundary
- County Boundary
- Rail Network
- Existing Trail & Bike Network**
  - Multipurpose Trail (Class I)
  - Bike Lane (Class II)
  - Bike Route (Class III)
- Proposed Trail & Bike Network**
  - Multipurpose Trail (Class I)
  - Bike Lane (Class II)
  - Buffered Bike Lane (Class II)
  - Bike Lane (Class II)/Bike Route (Class III)
  - Bike Boulevard (Class III)
  - Bike Route (Class III)
  - Additional Studies Required

2050  
**THE ONTARIO PLAN**

0 2,500 5,000 10,000 FT












Source: The City of Ontario 2022 Date: 5/9/22

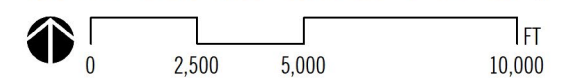


MOBILITY

Figure M-03  
Public Transit

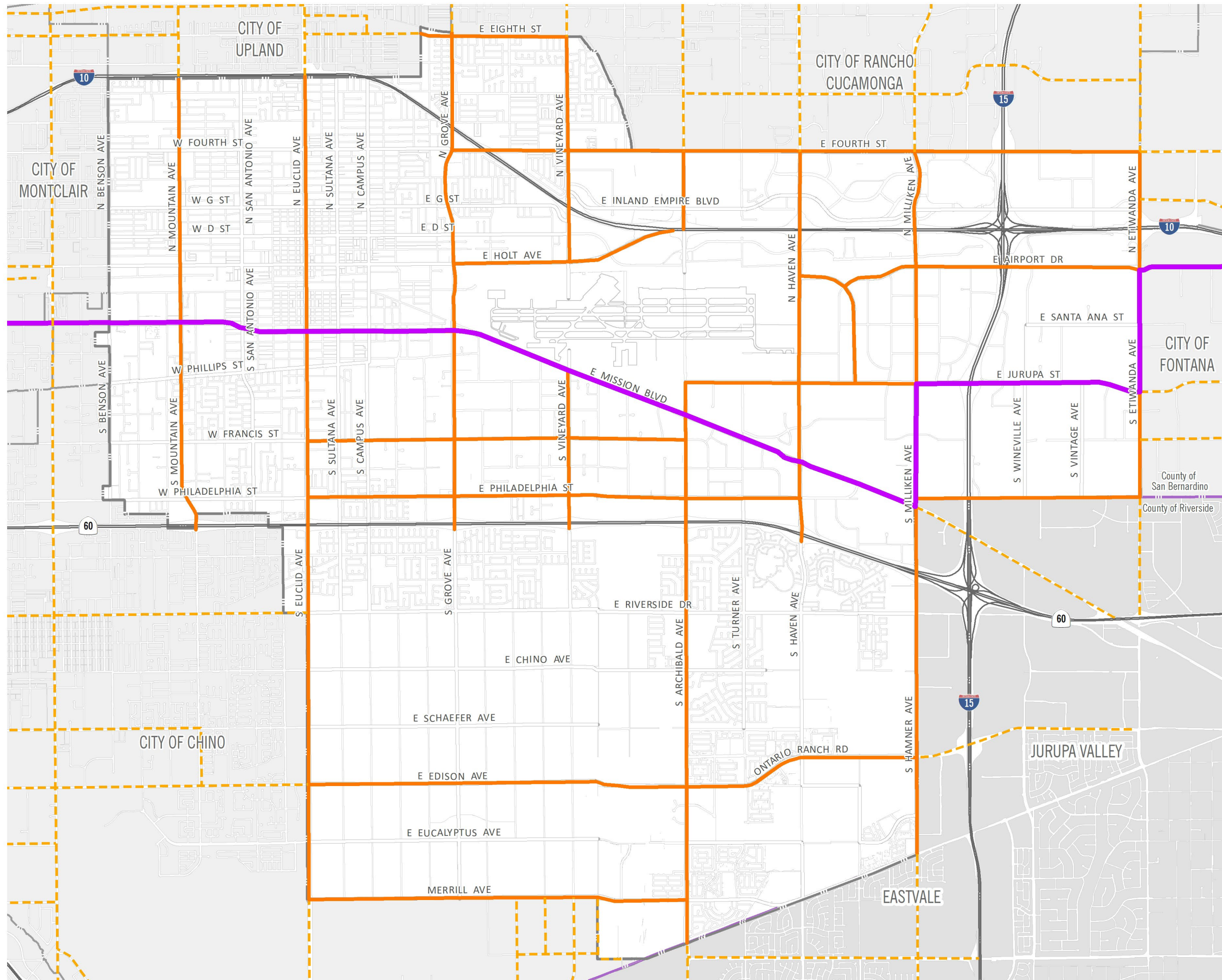
Transit Centers

-  Existing Bus Transfer Center
-  Existing Metrolink Station
-  Amtrak Station/Proposed Metrolink Station
-  Future Multimodal Transportation Center
-  BRT Corridor
-  Metro Goldline Extension
-  Metrolink
-  Ontario Airport Loop
-  Railroad
-  Ontario City Boundary
-  County Boundary



Source: The City of Ontario 2020 Date: 5/9/22

Figure M-04  
Truck Routes



- State DOT Network
- Truck Route
- Adjacent Agency Truck Route
- Ontario City Boundary
- County Boundary

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## COMMUNITY DESIGN ELEMENT

### Introduction

All members of the community – residents, business owners, workers, visitors, and investors – need places and spaces that are both functional and appealing. Quality design of the built environment can: protect existing investments; achieve sustainable environments; create safe, comfortable, and pleasant places where people want to live, work and recreate; and add value to the community.

### Purpose

The Community Design Element:

- Distinguishes Ontario as home to a unique, highly aesthetic built environment that fosters enjoyment, financial benefit, and wellbeing for the entire community.
- Articulates design qualities that will create locally and regionally significant places.
- Utilizes community design to help achieve the Vision in the areas of economic development, land use, housing, community health, infrastructure, and transportation.

### Principles

The City believes:

- Quality design of buildings, streets, public spaces, City gateways, and open spaces is vital to prosperity and makes Ontario a place where people want to be.
- Strategically located urban districts that are designed around transportation systems help define Ontario’s regional identity.
- Ontario’s unique history and heritage – expressed in its streets, landscaping and buildings – help define the community’s identity.
- Well maintained property and infrastructure are required to protect and encourage community investment.
- A diverse mix of residential and commercial neighborhoods, centers, corridors, and districts is vital to achieving the Vision.

## Goals & Policies

### CD-1 Image & Identity

Ontario's Vision is to be the urban and employment center for the Inland Empire. Due to its strategic regional location, capacity for growth, and potential for intensification and urbanization of select areas, Ontario is uniquely situated to fulfill this role. However, thoughtful design choices will be required to ensure the new urban patterns and forms create distinct and complete places that complement Ontario's historic development and respects the distinct identities of the City's established viable neighborhoods.

The City's physical form will set it apart from suburban communities in the Inland Empire by establishing new urban districts, like the Ontario Airport Metro Center, which will serve as regional employment, entertainment, and commercial hubs that are supported by a robust residential population. The planning and design of these districts should enhance the City's image and identity within the region, state, and nation.

Existing viable neighborhoods also distinguish Ontario as a premier community with a breadth of different places for people to live, work, and play. As the City evolves, it is committed to preserving and protecting these neighborhoods, while finding ways to enhance and embrace the special character of each.

Ontario's transportation and view corridors also play an integral role in characterizing the City's image and identity. The City is traversed by three freeways, three rail lines, one state highway, and it is home to an international airport. For many visitors, the primary image of Ontario is shaped by what is seen from these transportation systems. The experience of traveling along transportation corridors should be enhanced to communicate the distinct identities of adjacent places within the City, which will entice visitors to experience more of what Ontario has to offer. Views of the San Gabriel Mountains are visible to the north from most north-south corridors. These views provide an important tool to orient residents, employees, and visitors within the City, and they are part of Ontario's identity.

**Goal CD-1** A dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses.

### *Policies*

**CD-1.1** **City Identity.** We take actions that are consistent with the City being a leading urban center in Southern California while recognizing, enhancing, and preserving the character of our existing viable neighborhoods.

**CD-1.2** **Place Types.** We establish Place Types in urban, mixed use, and transit-oriented areas to foster the City's identity as a premier community and require new development within each Place Type to incorporate prescribed urban patterns, forms, and placemaking priorities. (Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section)

- CD-1.3 Existing Neighborhoods.** We require the existing character of viable residential and non-residential neighborhoods be preserved, protected, and enhanced.
- CD-1.4 Transportation Corridors.** We will enhance our major transportation corridors within the City through landscape, hardscape, signage and lighting. The extent of enhancement should be appropriate to the use, type, and context of each corridor.
- CD-1.5 View Corridors.** We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.

## CD-2 Design Quality

Ontario is made up of neighborhoods, commercial areas, public spaces, parks, and roadways that have developed over more than a century. This has resulted in an eclectic built environment with a rich blend of architectural styles including the historic downtown, residential neighborhoods, equestrian properties, commercial centers, and industrial and office complexes.

Intense urban, mixed use, and transit-oriented districts are envisioned to be added in strategic areas of the City, and agricultural areas of the City are expected to redevelop as part of Ontario's complete community. Designs for new urban districts, residential communities, sites, and buildings, will help to realize the City's Vision, improve connectivity, help to realize active transportation and public transit goals, and reflect its intended or existing role within the City by melding appropriate and high quality design, with attention to detail that would be expected in a preeminent Southern California city.

High quality design will be applied citywide to achieve distinct neighborhoods, centers, corridors, and districts. Buildings and places shall respect the site context and further the City's Vision. This approach ensures all physical improvements, including the layout of new communities and urban districts, overall site design, landscaping, building design and orientation, architectural details, site furniture and building materials, coordinate help achieve vibrant places and enhance value and livability throughout the City.

**Goal CD-2 A high level of design quality resulting in neighborhoods, commercial areas, public spaces, parks, and streetscapes that are attractive, safe, functional, human- scale, and distinct.**

- CD-2.1 Quality Building Design and Architecture.** We encourage all development projects to convey visual interest and character through:
1. Building volume, massing, and height to provide context-appropriate scale and proportion;
  2. A true architectural style which is carried out in plan, section, and elevation through all aspects of the building and site design and appropriate for its setting; and

3. Exterior building materials that are articulated, high quality, durable, and appropriate for the architectural style.

**CD-2.2 Neighborhood Design.** We create distinct residential neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:

1. A pattern of smaller, walkable blocks that promote activity, safety, and access to nearby amenities and services;
2. Varied parcel sizes and lot configurations to accommodate a diversity of housing types;
3. Traffic calming measures to slow traffic and promote walkability while maintaining acceptable traffic flows and emergency evacuation access;
4. Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the “outdoor living room”), as appropriate; and
5. Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users.

**CD-2.3 Commercial Areas.** We desire commercial areas and centers to be distinctive, pedestrian friendly, functional, and vibrant with a range of businesses, places to gather, and connectivity to the neighborhoods they serve.

**CD-2.4 Urban, Mixed Use, and Transit-oriented Areas.** We establish Place Types to require mixed use, urban, and transit-oriented areas to be designed and developed as pedestrian oriented areas that are integrated with adjacent neighborhoods and promote a vibrant, comfortable, and functional environment, as defined for each Place Type. (Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section)

**CD-2.5 Streetscapes.** We design new and, when necessary, retrofit existing streets to improve walkability, bicycling and transit integration, strengthen connectivity, and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting and street furniture.

**CD-2.6 Connectivity.** We promote development of local street patterns, multimodal networks, and connected public spaces that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent “islands” through the following means:

1. Local street networks that provide access both between subdivisions and within neighborhoods and discourage through traffic;
2. A local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between



internal neighborhood areas and adjacent arterials and to provide adequate emergency and evacuation access; and

3. Pedestrian and bicycle networks that provide convenient access to neighborhoods and nearby destinations, such as schools, parks, other public spaces, commercial areas, and transit stops.

**CD-2.7 Sustainability.** We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural daylight, passive solar and natural ventilation, building form, mechanical and structural systems, building materials, and construction techniques.

**CD-2.8 Safe Design.** We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.

**CD-2.9 Landscape Design.** We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.

**CD-2.10 Parking Areas.** We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include:

1. Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.
2. Structured parking: facade articulation, screening, appropriate lighting, and landscaping.
3. Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces.

**CD-2.11 Entry Statements.** We encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.

**CD-2.12 Site and Building Signage.** We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.

- CD-2.13 Entitlement Process.** We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.
- CD-2.14 Availability of Information.** We provide easy access to information for developers, builders and the public about design quality, construction quality, and sustainable building practices.
- CD-2.15 Leverage Professional and Trade Organizations.** We support excellence in design and construction quality through collaboration with trade and professional organizations that provide expertise, resources and programs for developers, builders, and the public.
- CD-2.16 Transit Stops.** We require transit stops be conveniently located, well lit, safe, and clearly accessible to pedestrians, bicyclists, and people of all abilities.

### CD-3 Urban, Mixed Use, and Transit-Oriented Place Types

The development of urban, mixed use, and transit-oriented environments place new demands on the design and quality of buildings, open spaces, and public spaces. These areas, as shown on Exhibit CD-01, Place Types, are distributed throughout the city and are generally centered around areas designed as mixed use. They include a range of scales that are intended to fulfill different roles within city. However, all of the identified urban, mixed use, and transit oriented Place Type areas are envisioned as walkable environments with a safe, comfortable, and inviting public realm that encourages people to spend time.

**Goal CD-3 Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.**

#### *Policies*

- CD-3.1 Unique Identity.** We promote development that heightens the unique character and identity of each Place Type by requiring compatible land uses and land planning, site design, and building design that promotes an active public realm.
- CD-3.2 Comfortable, Human-Scale Public Realm.** We require that public spaces, including streets, parks, and plazas on both public and private property be designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.
- CD-3.3 Complete and Connected Network.** We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.

- CD-3.4 Context-Aware and Appropriate Design.** We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.
- CD-3.5 Active Frontages.** We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).
- CD-3.6 Managed Infrastructure.** We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.

## CD-4 Historic Preservation

Ontario's history remains one of its greatest assets. Its historic districts and resources, physical layout and the legacy of its people, businesses, social and community organizations, and industries contribute to the City's identity. Beyond having been declared the "Model Colony," by an act of Congress, Ontario's history includes citrus farming, viniculture in Guasti, and dairy farming. With some of the most authentic historically distinct residential neighborhoods in Southern California, Ontario is among a handful of communities whose creative and proactive approach to historic preservation serves as a model for others. The Ontario Museum of History and Art and the City's Historic Preservation program have long recognized that the story of its businesses, industries, and people are as important as the history of its neighborhoods, buildings, streets, and landscapes.

**Goal CD-4 Historic buildings, streets, landscapes, and neighborhoods, as well as the story of Ontario's people, businesses, and social and community organizations, have been preserved and serve as a focal point for civic pride and identity.**

### *Policies*

- CD-4.1 Cultural Resource Management.** We update and maintain an inventory of historic sites and buildings, professional collections, artifacts, manuscripts, photographs, documents, maps, and other archives.
- CD-4.2 Collaboration with Property Owners and Developers.** We educate and collaborate with property owners and developers to implement strategies and best practices that preserve the character of our historic buildings, streetscapes, and unique neighborhoods.
- CD-4.3 Collaboration with Outside Agencies.** We pursue opportunities to team with other agencies, local organizations, and nonprofits in order to preserve and promote Ontario's heritage.

- CD-4.4 Incentives.** We use the Mills Act and other federal, state, regional and local programs to assist property owners with the preservation of select properties and structures.
- CD-4.5 Adaptive Reuse.** We actively promote and support the adaptive reuse of historic sites and buildings to preserve and maintain their viability.
- CD-4.6 Promotion of Public Involvement in Preservation.** We engage in programs to publicize and promote the City's and the public's involvement in preservation efforts.
- CD-4.7 Public Outreach.** We provide opportunities for our residents to research and learn about the history of Ontario through the Planning Department, the Ontario Museum of History and Art, and the Robert E. Ellingwood Model Colony History Room.

### CD-5 Protection of Investment

Communities that are well maintained, safe and visually appealing are more desirable places to live and conduct business. Properties that are continually maintained retain their value and encourage others to invest.

**Goal CD-5 A sustained level of maintenance and improvement of properties, buildings, and infrastructure that protects the property values and encourages additional public and private investments.**

#### *Policies*

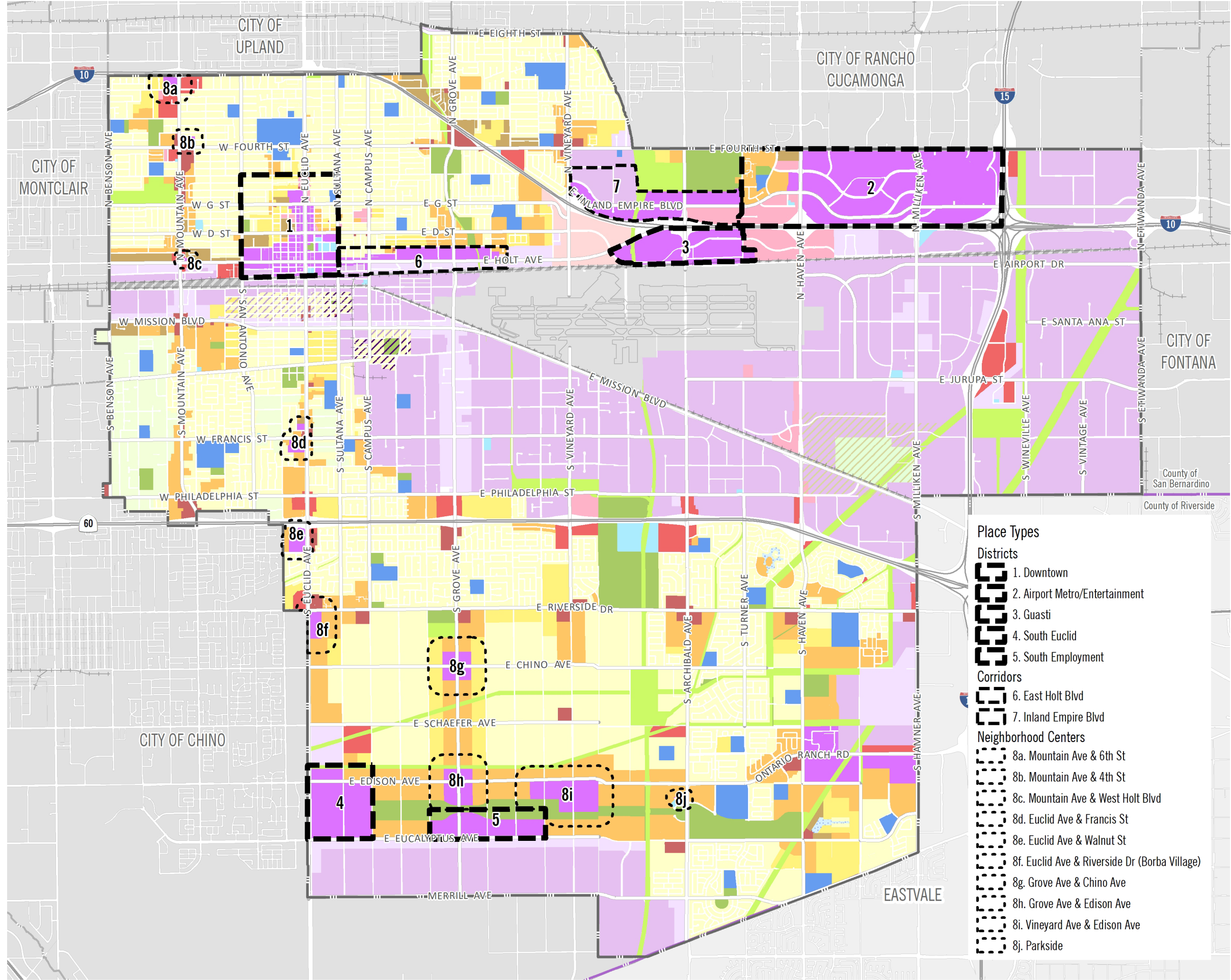
- CD-5.1 Maintenance of Buildings and Property.** We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.
- CD-5.2 Maintenance of Infrastructure.** We require the continual maintenance of infrastructure.
- CD-5.3 Improvements to Property & Infrastructure.** We provide programs to improve property and infrastructure.
- CD-5.4 Neighborhood Involvement.** We encourage active community involvement to implement programs aimed at the beautification and improvement of neighborhoods.

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**Exhibits: Tables and Figures**

COMMUNITY DESIGN

Figure CD-01  
Place Types



- Ontario City Boundary
- County Boundary
- Rail Network
- Overlay Zones**
- Business Park
- Industrial
- Landfill Impact Area
- Land Use**
- Residential**
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- Mixed-Use**
- MU Mixed Use
- Commercial**
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality
- Employment**
- BP Business Park
- IND Industrial
- Other**
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

- Place Types**
- Districts**
1. Downtown
  2. Airport Metro/Entertainment
  3. Guasti
  4. South Euclid
  5. South Employment
- Corridors**
6. East Holt Blvd
  7. Inland Empire Blvd
- Neighborhood Centers**
- 8a. Mountain Ave & 6th St
  - 8b. Mountain Ave & 4th St
  - 8c. Mountain Ave & West Holt Blvd
  - 8d. Euclid Ave & Francis St
  - 8e. Euclid Ave & Walnut St
  - 8f. Euclid Ave & Riverside Dr (Borba Village)
  - 8g. Grove Ave & Chino Ave
  - 8h. Grove Ave & Edison Ave
  - 8i. Vineyard Ave & Edison Ave
  - 8j. Parkside

2050  
**THE ONTARIO PLAN**

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2022 Date: 5/9/22

## CD-02 Place Type Categories

### Place Types

**Districts** – Districts are geographically large, culturally unique, and regionally significant areas of the city that fulfill different but complementary roles in creating a complete community. As regional destinations, districts serve as the “face of the city.” Each district has a distinct identity that reflects its role within the city context and establishes a defined sense of place through the creation of an amenity-rich, transit-accessible, mixed-use environments where people can live, work, shop, dine, and have many of their daily needs met within a comfortable and convenient walk or bike ride from their residence, transit stop, or parked vehicle.



1

#### Downtown District

The historic center of Ontario, the Downtown District, is envisioned as the place-based, people-focused, commercial, and cultural “heart” of the City and features several designated historic districts and landmark. Downtown will support a variety of businesses, housing opportunities for residents with a variety of income levels, creative spaces, entertainment options, and institutional and civic uses, while preserving its historic character, buildings, neighborhoods, and places. Complementing the wide mix of uses are designs, layouts and public spaces that give residents, visitors, and businesses a strong sense of connection and creates a place where people want to spend time.



2

#### Airport / Metro Entertainment District

The Airport / Metro Entertainment District is envisioned as a large-scale regional entertainment hub, leveraging attractions, such as the Toyota Arena and Ontario Mills, supported by a variety of retail and dining options integrated alongside high-intensity office and residential development. This area will evolve into a walkable urban center through the addition of mixed use infill development, a pedestrian-oriented road and trail network, key public realm improvements, and multiple transit options.



3

#### Guasti District

The historic Guasti (winery) Village sets the theme and backdrop to the Guasti District. The district is envisioned to preserve and enhance the historic buildings as the focal point of a vibrant mixed use area that leverages its proximity to the Ontario International Airport, Ontario Convention Center, and the potential future development of a multimodal transit center. The district will include intensive office, commercial, and lodging uses along the I-10 corridor, and appropriately scaled residential, office, commercial, and lodging near the Guasti Village historic core. The multimodal mixed use area within the Guasti District is intended to leverage proximity to the future multimodal transportation center and link the Convention Center, Guasti compound, and airport through strong physical and visual design.

## CD-02 Place Type Categories

### Place Types



4

#### South Euclid District

Lying at the southwest corner of the City, the South Euclid District is envisioned to develop as a vertically- and horizontally- mixed use area to serve the populations of newly developing Ontario Ranch and adjoining communities. The district will include a range of housing types integrated within and alongside retail, commercial, and office uses, as well as public spaces and trails that connect the “Great Park” to Euclid Avenue. The area is intended to be highly walkable with pedestrian-oriented site design and road network and amenitized transit stops that leverage the Bus Rapid Transit (BRT) investments.



5

#### South Employment District

The South Employment District is envisioned to foster employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the “Great Park” and maintain compatibility with surrounding residential areas. Outside of the Chino Airport safety zone, higher density stand-alone and mixed use residential neighborhoods are intended to orient toward the “Great Park” and incorporate transition areas from the surrounding business park uses.

**Corridors** – Corridors are important components of the vehicular circulation system, moving traffic through the city and connecting to the greater region. While this remains an important role of the city's corridors, they are envisioned as vibrant and sustainable places, with a mix of uses, a variety of transportation options, and comfortable pedestrian and bicycle access to surrounding neighborhoods.



6

#### East Holt Boulevard Corridor

Holt Boulevard is an important east-west corridor connecting Ontario to the greater region, with improved connectivity options through the addition of BRT service. This corridor is envisioned to gradually build out over time through infill development that ultimately yields vibrant neighborhood-serving commercial areas, a variety of housing options, and employment opportunities that are clustered around BRT stops that can be easily accessed by pedestrians and bicyclists.



## CD-02 Place Type Categories

### Place Types



7

#### Inland Empire Boulevard Corridor

The Inland Empire Boulevard Corridor connects Vineyard Avenue and the Convention Center directly to the heart of the Airport / Metro Entertainment District and future BRT. Near- to mid-term improvements include the addition of significant rows of large street trees to provide shade, spatial definition, and a better pedestrian environment; the addition of new bicycle facilities, infill buildings oriented to the street, and reorientation of existing building entrances toward the street where possible. Over the longer term, this corridor has the potential to become a westward extension of the Airport / Metro Entertainment District environment.

**Neighborhood Centers** – Neighborhood Centers serve as local gathering places, allow for convenient access to amenities, and help to establish identity for the surrounding neighborhoods. They typically consist of locally serving commercial uses and/or other community-serving uses, and intended to be accessible by foot, bike, transit, or car for those visiting the site or residing in the surrounding area. This place type is generally applied to the area within a short walk of a single or cluster of mixed use parcels along a larger street and/or around an intersection. Neighborhood Centers can be found throughout the existing city fabric (infill) and in areas planned for future growth and development (south of Riverside Drive).



8

(a-e)

#### Neighborhood Center - Infill

Neighborhood Centers located in areas where the commercial and residential parcels were largely developed in an incremental manner prior to 2020, are north of Riverside Drive, and are categorized as “infill” centers. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods. Some are very small centers that may only include a horizontal mix of uses fronting onto a wide sidewalk while others may involve a vertically integrated mix of higher density residential and nonresidential uses oriented around a public plaza or other form of open space. All of these centers are envisioned to incorporate site design that prioritizes safe, and attractive, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods.

## CD-02 Place Type Categories

### Place Types



8

(f-j)

#### Neighborhood Center – South of Riverside Drive

Neighborhood Centers identified south of Riverside Drive are generally underutilized or vacant as of 2022. These Neighborhood Centers are envisioned to bring new vitality and involve some level of master planning, with the roadway, pathways, open spaces, public realm designs, and site designs coordinated prior to the development of all of the parcels. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods.

Some of these centers will involve a small node of mixed use development that is connected to the “Great Park” while others will involve larger clusters of mixed use areas that serve as a focus point for the surrounding residential neighborhoods. The largest of these centers are intended to serve not only as a local focal point but also as a major citywide landmark that also connects directly to the “Great Park”. All but the smallest of these centers are envisioned to consist of some amount of vertically integrated and higher intensity residential, office, and retail buildings oriented toward the “Great Park”, large public plazas, and/or large trail systems.

All of these centers are envisioned to incorporate site design that prioritizes safe, attractive, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods. Parking areas are to be located next to and behind buildings to provide a variety of frontages along streets.

CD-03 Downtown District Place Type

1. Downtown District

District Key



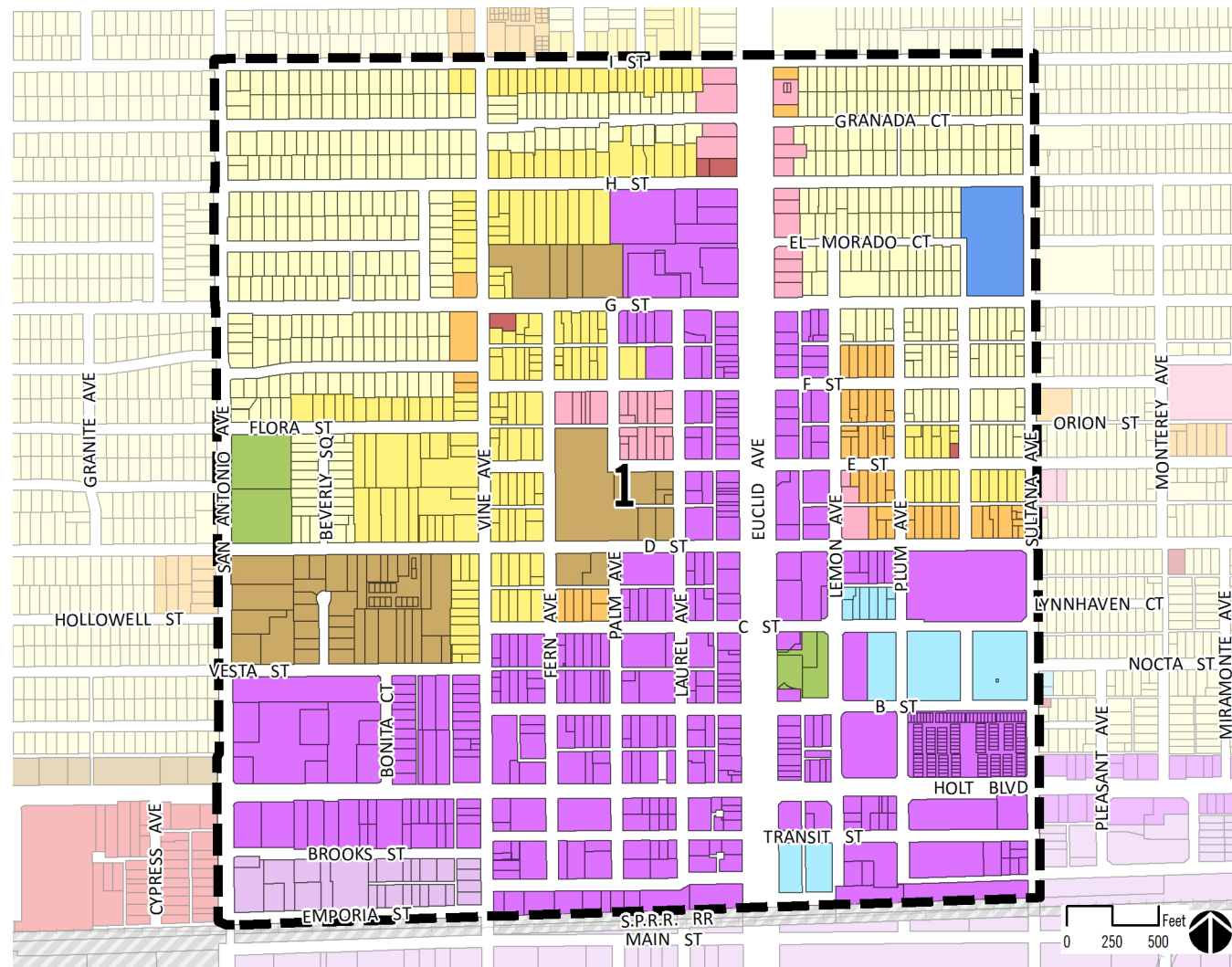
**VISION**

As the historic center of Ontario, the Downtown District, is envisioned as the placed-based, people-focused, commercial, and cultural "heart" of the City and features several designated historic districts and landmarks. Downtown will support a variety of businesses, housing opportunities for residents with a variety of income levels, creative spaces, entertainment options, and institutional and civic uses while preserving its historic character, buildings, neighborhoods, and places. Complementing the wide mix of uses are designs, layouts and public spaces that give residents, visitors, and businesses a strong sense of connection and creates a place where people want to spend time.



Conceptual reconfiguration of Euclid Ave (within existing curb-to-curb dimension) adding a Class IV bikeway, parking lane planters, and "off-peak" parking along the median to maintain three travel lanes during peak traffic volume times.

**LAND USE**



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - Downtown	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K-12) and universities.

**DOWNTOWN DISTRICT INTENDED OUTCOMES**

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

**Unique Identity**



Downtown Ontario is the historic economic, cultural, and civic hub of Ontario, organized by a simple, walkable network of treelined streets, laid out as a new “Model Colony” in the 1880s.

The District’s history, historic buildings, and distinct urban form define downtown’s unique identity. These aspects should be preserved, celebrated, and enhanced to reinforce the area’s existing identity.

**Comfortable, Safe, Human Scale Public Realm**



The Downtown’s public realm is a traditional network of streets and public open spaces that are lined with a rich variety of buildings built since the 1880s.

Downtown’s streets, parks, and plazas should be enhanced as “outdoor rooms of community,” providing an attractive, comfortable, safe, and lively environment within which to walk, explore, shop, dine, meet friends and neighbors, and participate in community events. Each new public and private improvement in this area should reinforce a “pedestrians first” atmosphere.

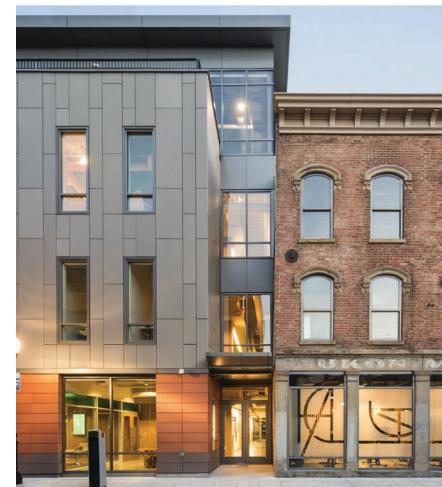
**Complete and Connected Network**



Downtown Ontario’s robust grid pattern network connects the retail core seamlessly to surrounding neighborhoods, Holt Boulevard, and the Ontario Amtrak station. The layout of street system provides each person with a wide range of choices including travel route and travel mode for each trip.

Downtown’s simple, open network of pedestrian-friendly streets and blocks - with perimeters typically less than 1,600 feet - is the ideal public realm framework for any urban, mixed use, or transit-oriented area, the existing block structure should be maintained and completed.

**Context Aware and Appropriate Building Design**



Within the Euclid Avenue retail core, buildings from various time periods comfortably mix with newer buildings, unified by a number of important shared characteristics including, 1) tall, clear glass ground floor shopfronts, 2) welcoming entries along the sidewalk that reflect original 25-foot wide lots, 3) upper floor windows that relate to ground floor articulation consistent with a historic main street pattern.

Future infill development and renovations should respect and reflect established facade patterns to preserve Downtown’s historic character. The architecture of new buildings should reflect the time in which they are built, while harmonizing with the scale, rhythm, and character of their historic predecessors.

**Active Frontages**



Within the retail core, the large clear glass shopfronts built right up to the sidewalk “blur the line” between the outdoor public realm and the indoor private businesses, prominently displaying wares and activities to passerby and in many cases allowing those activities - dining in particular - to spill out onto the sidewalks and into plazas and parks.

On side streets as one moves toward surrounding neighborhoods, ground floor offices and residences require some degree of privacy from passersby, buildings are set back from the sidewalk, reducing visibility into the residence or office, while offering views outward to the street and other public spaces, improving public safety and pedestrian comfort.

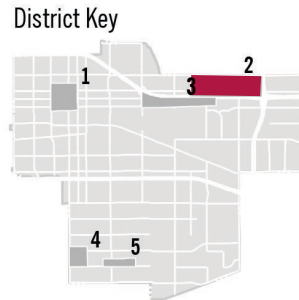
**Managed Infrastructure**



Successful downtowns require active and coordinated management of parking, public realm maintenance, special events, business recruitment, and on-going promotional activities to remain competitive with other downtown areas, lifestyle shopping centers, and “experience retail” destinations. Downtown Ontario and other regional downtowns must compete for customers, visitors, tenants, and events with successful, managed districts, so active, coordinated, management of the Downtown District is necessary to compete.

CD-04 Airport Metro / Entertainment District Place Type

2. Airport Metro / Entertainment District



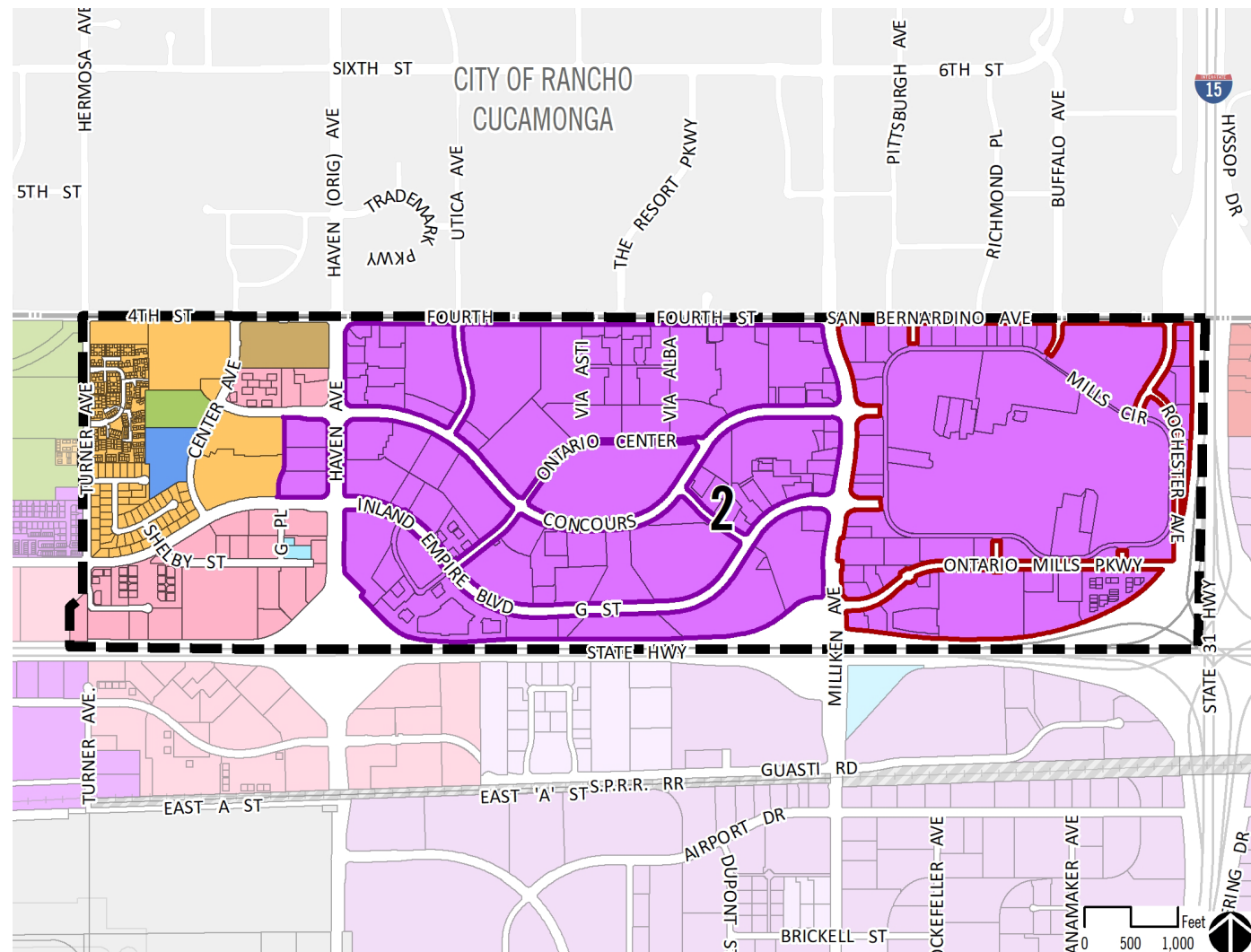
**VISION**

The Airport / Metro Entertainment District is envisioned as a large-scale regional entertainment hub, leveraging attractions, such as the Toyota Arena and Ontario Mills, supported by a variety of retail and dining options integrated alongside high-intensity office and residential development. This area will evolve into a walkable urban center through the addition of mixed use infill development, a pedestrian-oriented road and trail network, key public realm improvements, and multiple transit options.



Conceptual illustration showing mixed use infill development, streetscaping, and public realm improvements on Concourse Steet, near the Toyota Arena.

**LAND USE**



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - Ontario Center	20.0 to 125.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed use buildings, iconic architecture, and regionally significant uses, such as the City owned arena and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this area, the Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to the City's northern boundary along 4th Street. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use - Ontario Mills	25.0 to 85.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, and multi-family (3-5 story) residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K-12) and universities.

**AIRPORT METRO / ENTERTAINMENT DISTRICT INTENDED OUTCOMES**

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

**Unique Identity**



The Airport Metro/ Entertainment District is envisioned as a major urban hub with a significant concentration of jobs, retail, entertainment, and housing, organized around a pedestrian-oriented street pattern that provides a uniquely urban experience and a rich public realm.

**Comfortable, Safe, Human Scale Public Realm**



A walkable, urban-scale public realm that includes the street network and a series of connected public spaces is envisioned to create comfortable, human-scale, pedestrian-oriented public spaces.

To achieve this, as new infill development occurs, surface parking lots should be reorganized into smaller blocks by introducing new public and private streets that extend through parking areas to establish a walkable network.

New streets should include generous sidewalks, large shade trees, and new buildings should be sited and designed to form a strong “streetwall” of urban buildings that define the public spaces.

**Complete and Connected Network**



The existing street network should be reorganized by adding additional local roads (public and private) that incorporate linkages through existing parking lots to create a walkable block pattern with high-quality pedestrian, bicycle, and transit facilities.

In addition to adding more local streets, modifications to existing streets, such as new bicycle facilities, new curbside parking, new bus stops, and new shade trees should be considered to ensure multimodal connectivity, and create walkable, enjoyable urban spaces.

The District’s multimodal network of streets, trails, and transit options should link to nearby destinations, including the Ontario International Airport (ONT), Downtown and Guasti Districts, the multimodal transit center, and nearby Metrolink stations.

**Context Aware and Appropriate Building Design**



Just as existing major streets can be updated to radically improve walkability and urban character, many existing buildings can be updated to provide better street-facing frontages. New infill development, on the other hand, should be sited and designed to front sidewalk and other public spaces to establish “outdoor rooms” where people want to spend time.

The scale of buildings in this District is envisioned to range from 2 and 3 stories up to 10. Taller buildings should be sited and designed to shape the adjacent public spaces, and providing views of the San Bernardino Mountains and surrounding city from the windows, balconies and roof terraces.

**Active Frontages**



Commercial frontages in this District should be characterized by tall, clear glass ground floors filled with restaurants and bars, nightclubs and music venues, retail shops, restaurants, and offices. Many of the District’s streets – as well as other open spaces such as plazas, squares, courtyards, balconies, and roof terraces – will be activated by outdoor dining and other interior uses that spill into the street, creating a lively street life and blurring the line between outdoor and indoor uses.

Residential and office uses should overlook the public realm from upper floors, and on some local streets ground floor.

**Managed Infrastructure**



Active and coordinated management of the public realm will be critical to the success of the Entertainment District as it becomes an increasingly vibrant, active, and intense urban environment.

Shared parking, should be prioritized to efficiently utilize parking throughout the day, limit the amount of land needed to accommodate parking, encourage people to park once and walk to a variety of destinations within the District, and promote transit ridership.

In addition to shared infrastructure, shared maintenance and management of public open spaces throughout the District would ensure a cohesive, efficient, and coordinated series of public spaces.

CD-05 Guasti District Place Type

3. Guasti District



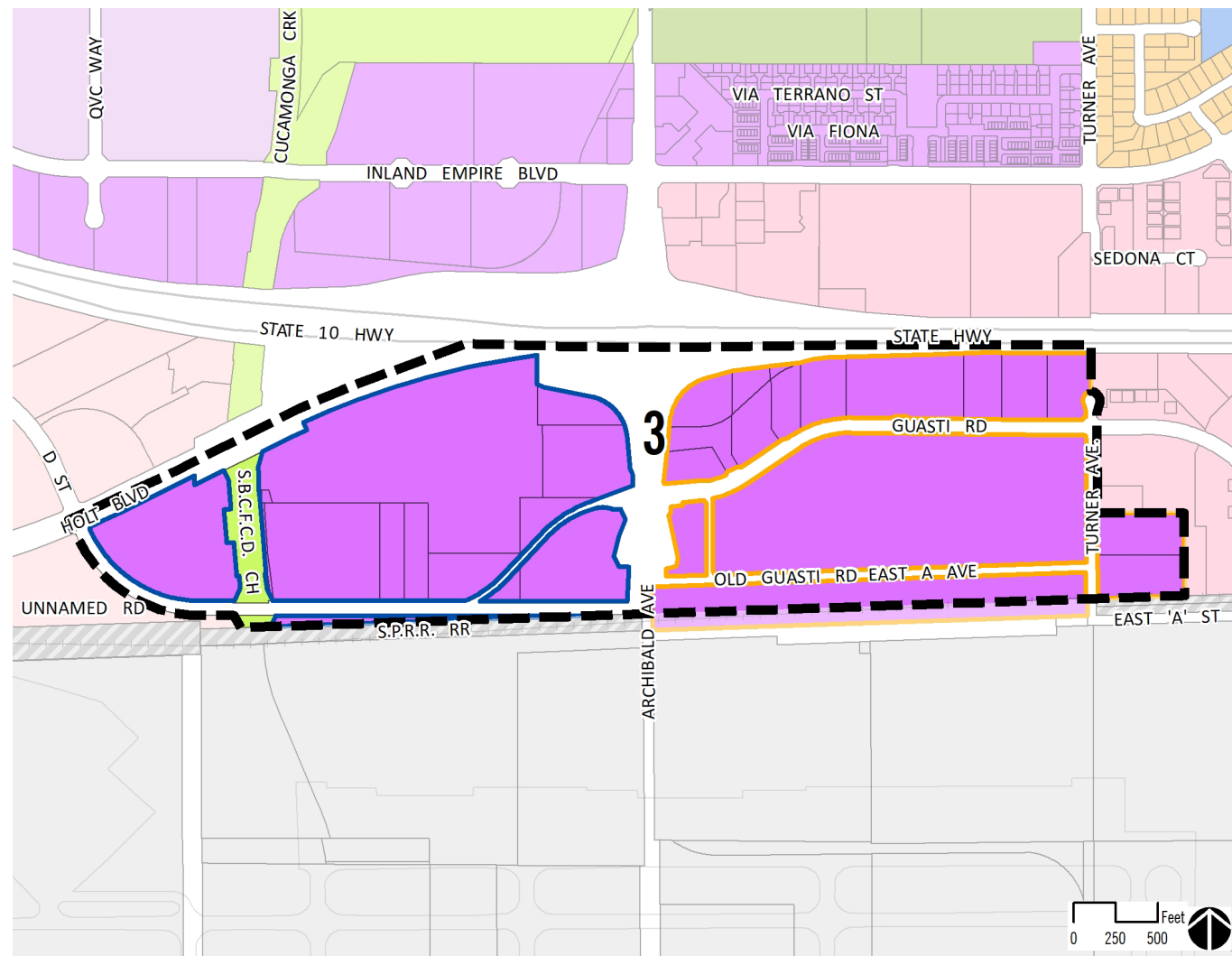
**VISION**

The historic Guasti (winery) Village sets the theme and backdrop for the Guasti District. The district is envisioned to preserve and enhance the historic buildings as the focal point of a vibrant mixed use area that leverages its proximity to the Ontario International Airport, Ontario Convention Center, and the potential future development of a multimodal transit center. The district will include intense office, commercial, and lodging uses along the I-10 corridor, and – appropriately-scaled residential, office, commercial, and lodging near the Guasti Village historic district core. The multimodal mixed use area within the Guasti District is intended to leverage proximity to the future multimodal transportation center and link the Convention Center, Guasti compound, and airport through strong physical and visual design.



Guasti Village will be the heart of a unique retail/entertainment district and destination that is unlike anything else in the city or broader region.

**LAND USE**

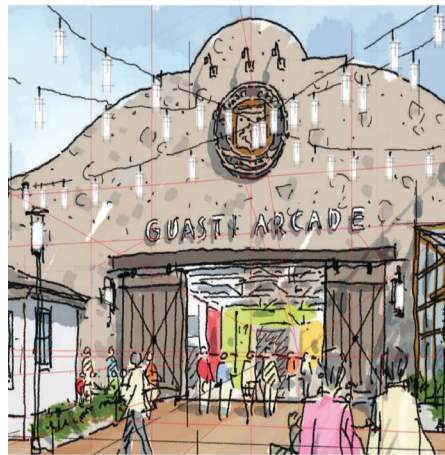


Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Guasti	25.0 to 65.0 dwelling units per acre 1.0 FAR for office and retail uses	This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high-quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use - Multimodal	20.0 to 80.0 dwelling units per acre 1.0 FAR for office and retail uses	The Multimodal Mixed Use Area is under consideration for our future multimodal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively designed multimodal transportation center that serves the City of Ontario and the region at-large.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

**GUASTI DISTRICT INTENDED OUTCOMES**

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

**Unique Identity**



The remaining historic buildings, structures, landscape, and spatial relationships that represent the viticulture company town of Guasti Village establish a clear and unique identity that will be preserved and celebrated as the area evolves into a unique urban hub that blends modern mixed use development, hospitality, jobs, housing, and transit access with the historic agrarian scale, character, and landscapes of the original Guasti (winery) Village.

**Comfortable, Safe, Human Scale Public Realm**



A new network of comfortable, human-scale, pedestrian-oriented public spaces that preserve and enhance the historic site is envisioned within this District.

To achieve this, a new network of pedestrian-oriented, shaded, treelined streets, and other public open spaces should be established. The design of the overall District should celebrate and connect the historic site to other points of interest such as the Ontario Convention Center, Ontario International Airport (ONT), and a planned multimodal transit center. Existing heritage trees should be utilized to offer shade, define the boundaries of public spaces, and provide wind-protection.

**Complete and Connected Network**



A walkable block structure, similar in scale to the Downtown District, is envisioned to create connections between the Ontario International Airport (ONT), the Ontario Convention Center, the Guasti site, higher intensity uses along the I-10 corridor, and the District's multimodal transit options including BRT service, Ontario Airport Loop, and creation of the city's multimodal transit center.

The street pattern should be augmented by a network of public spaces that blend the District's historical roots with more urban forms of land use.

Within this walkable block structure, some variation may occur. For example, some blocks may be dedicated entirely to surface or structured parking to accommodate the needs of regional-serving retail uses and businesses.

**Context Aware and Appropriate Building Design**



This District is located between the I-10 freeway, and ONT airport, with limited transitions between this area and other uses. As a result, context aware design should focus on providing appropriate transitions between the historic site within the District, the more intense uses along the I-10 corridor, and the hospitality uses near the Ontario Convention Center.

Buildings of all scales should be sited and designed to spatially define the network of local streets and open spaces.

**Active Frontages**



The array of uses envisioned for this District requires a flexible palette of frontage activation strategies.

Streetscapes and open spaces adjacent to office and employment uses should be activated by large main entries, lobbies, bike parking areas and employee break rooms and yards. Retail, restaurant, and entertainment uses should incorporate large windows that encourages uses to spill out into the street. Hotels or other hospitality uses should face the public realm with lobbies and restaurants, and housing should serve to activate some of the smaller streets, green spaces, and paseos by orienting lobbies, community rooms, terraces, courtyards, and balconies towards public spaces in a way that provides residents with both privacy and views of the streets and other public open spaces.

**Managed Infrastructure**



To reduce the land area devoted to parking cars to the practical minimum, it will be important that good transit service is provided to the District by the several lines currently in the planning stages, and that shared parking facilities are provided and actively managed.

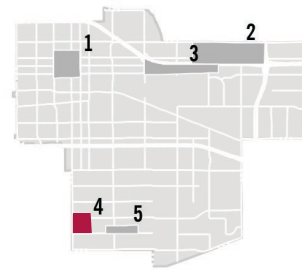
Coordinated maintenance and management of public and common area landscaping and lighting within cohesive areas of the District should also be required.



CD-06 South Euclid District Place Type

4. South Euclid District

District Key



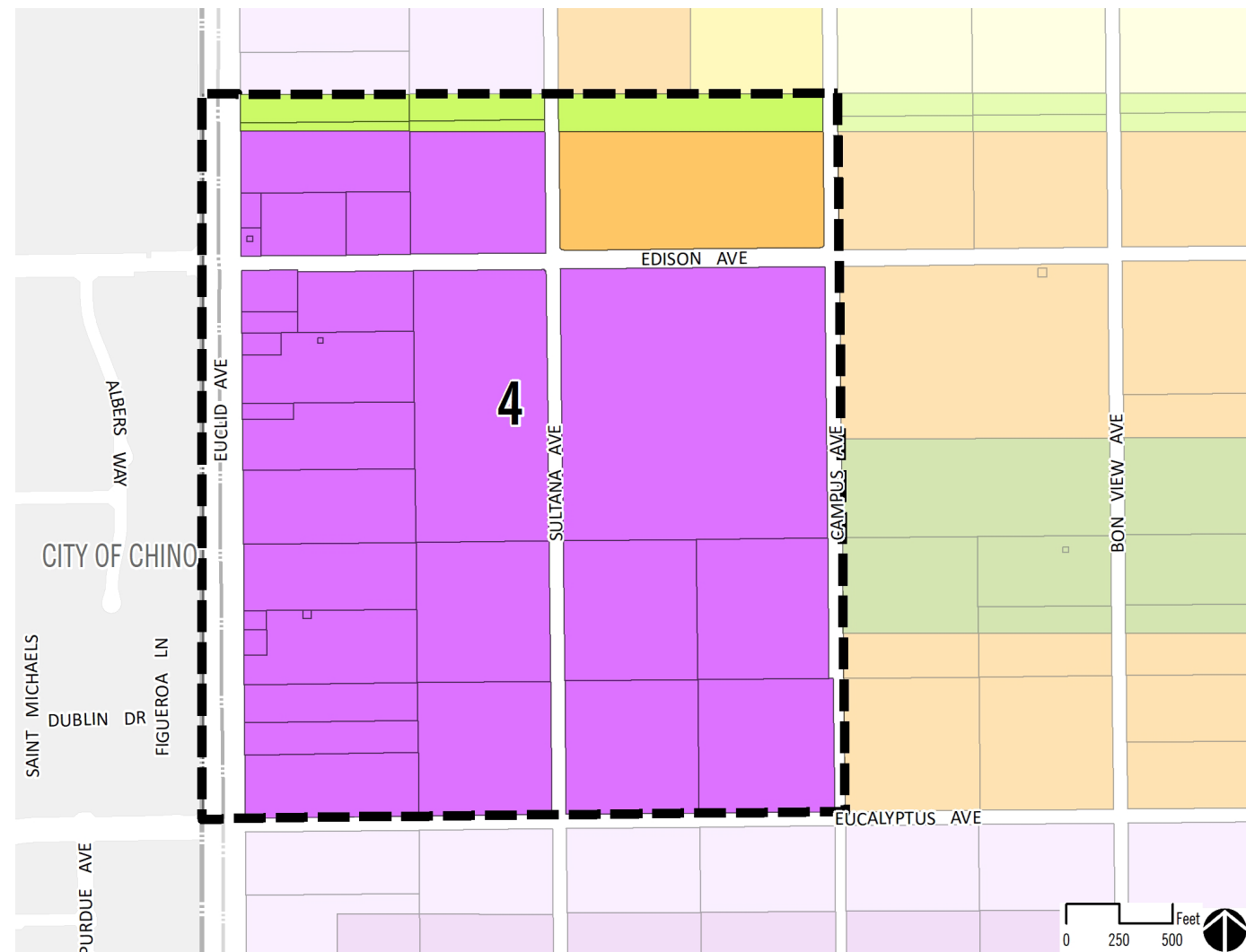
**VISION**

Lying at the southwest corner of the city, the South Euclid District is envisioned to develop as a vertically- and horizontally mixed use area to serve the populations of newly developing Ontario Ranch and adjoining communities. The district will include a range of housing types integrated within and alongside retail, commercial, and office uses, as well as public spaces and trails that connect the "Great Park" to Euclid Avenue. The area is intended to be highly walkable with pedestrian-oriented site design and road network and amenitized transit stops that leverage the Bus Rapid Transit (BRT) investments.



A new mixed use and lifestyle center within the South Euclid District would create a destination and amenity for neighborhoods in south Ontario - as well as surrounding neighborhoods in Chino, Eastvale, and beyond.

**LAND USE**



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Medium Density	20.1 to 25.0 dwelling units per acre <sup>1</sup>	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
Mixed Use - Great Park	14.0 <sup>1</sup> to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses <i>Subject to Specific Plan<sup>1</sup></i>	The Great Park Mixed Use Areas are envisioned as the southwestern-activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

Note:

- All medium density and mixed use parcels within the South Euclid District are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code.

**SOUTH EUCLID DISTRICT INTENDED OUTCOMES**

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

**Unique Identity**



The design character of the South Euclid District is envisioned to be varied, with a retail and civic core near Euclid Avenue that acts as a high-quality lifestyle center, with a highly walkable system of local roads, building and site design that enhance the pedestrian experience, and a connected network of outdoor spaces that link the larger open spaces of the “Great Park” and provide access to transit stops. The District will include a variety of attached and multifamily housing types in a very walkable, sustainable, and urban neighborhood setting.

**Comfortable, Safe, Human Scale Public Realm**



The public realm in the South Euclid District is envisioned as a walkable local street pattern that links a network of other public spaces, like plazas and parks, together, ultimately connecting to the “Great Park.” The public realm is defined by thoughtfully designed adjacent buildings and appropriate landscaping.

To achieve this, buildings should be sited to create inviting outdoor spaces, and facades should be articulated at regular intervals. Indoor uses should engage adjacent public spaces. Retail shops and restaurants should face wide, shaded sidewalks that provide opportunities for indoor uses, such as dining, to spill out into the street.

Whenever possible, commercial parking should be located in shared parking lots or structures within blocks behind shops and buildings, while residential parking should be alley-loaded.

**Complete and Connected Network**



The South Euclid District is envisioned to be organized around a simple connective block structure that is similar in scale to the Downtown District, with typical blocks that are approximately 1,600 feet in perimeter, a size that facilitates pedestrian activity.

The street pattern should logically and conveniently link to neighborhoods within and next to the District, and the public space network within the District should establish a strong connection to the “Great Park”, linking it to the District, Euclid Avenue, and transit stops along Ontario Ranch Road.

Some variation in the pattern may occur. Streets may be closed to vehicular access, with buildings fronting public spaces. Alternatively, blocks may be dedicated to surface or structured parking to serve retail and business uses. Maintaining safe and convenient pedestrian access should be prioritized.

**Context Aware and Appropriate Building Design**



Buildings should be designed and scaled relative to the spaces they front.

In commercial areas, buildings may include vertically mixed use projects with commercial on the ground floor, and housing or offices on the upper floors, stand-alone multifamily housing, or stand-alone office buildings. Less intense development is envisioned to the east along the “Great Park” frontage with, one- to three-story commercial, residential, and office uses that provide a strong presence and enhance the pedestrian environment.

Housing should reflect the scale, massing, and character of nearby buildings, with higher density apartments near the commercial core and around transit stops, transitioning to smaller scale multifamily and attached homes near adjacent neighborhoods.

**Active Frontages**



Within the commercial areas, ground floor building design should incorporate tall, clear shopfronts that blur the line between outdoor and indoor environments and allow for activities like outdoor dining to occupy adjacent sidewalks or other public spaces.

Residential buildings should be sited and designed to engage the street while maintaining privacy. Front doors and stoops should front the street and outdoor living spaces should overlook residential street and spaces.

**Managed Infrastructure**



Coordinated management of District-wide facilities and infrastructure will play an integral role in fostering a robust pedestrian atmosphere.

Shared parking strategies in the commercial core should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public spaces.

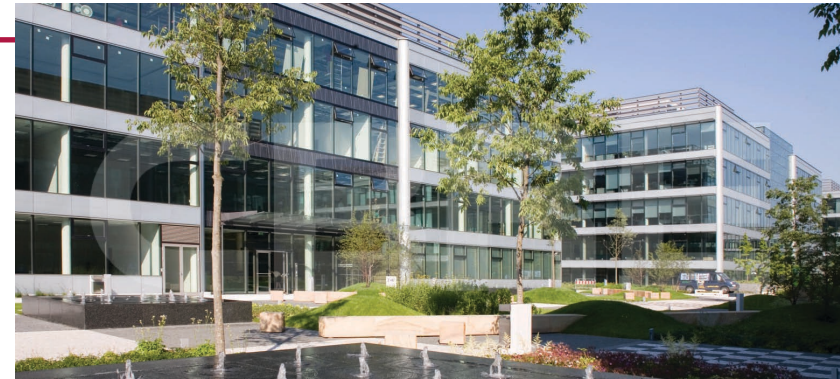
CD-07 South Employment District Place Type

5. South Employment District



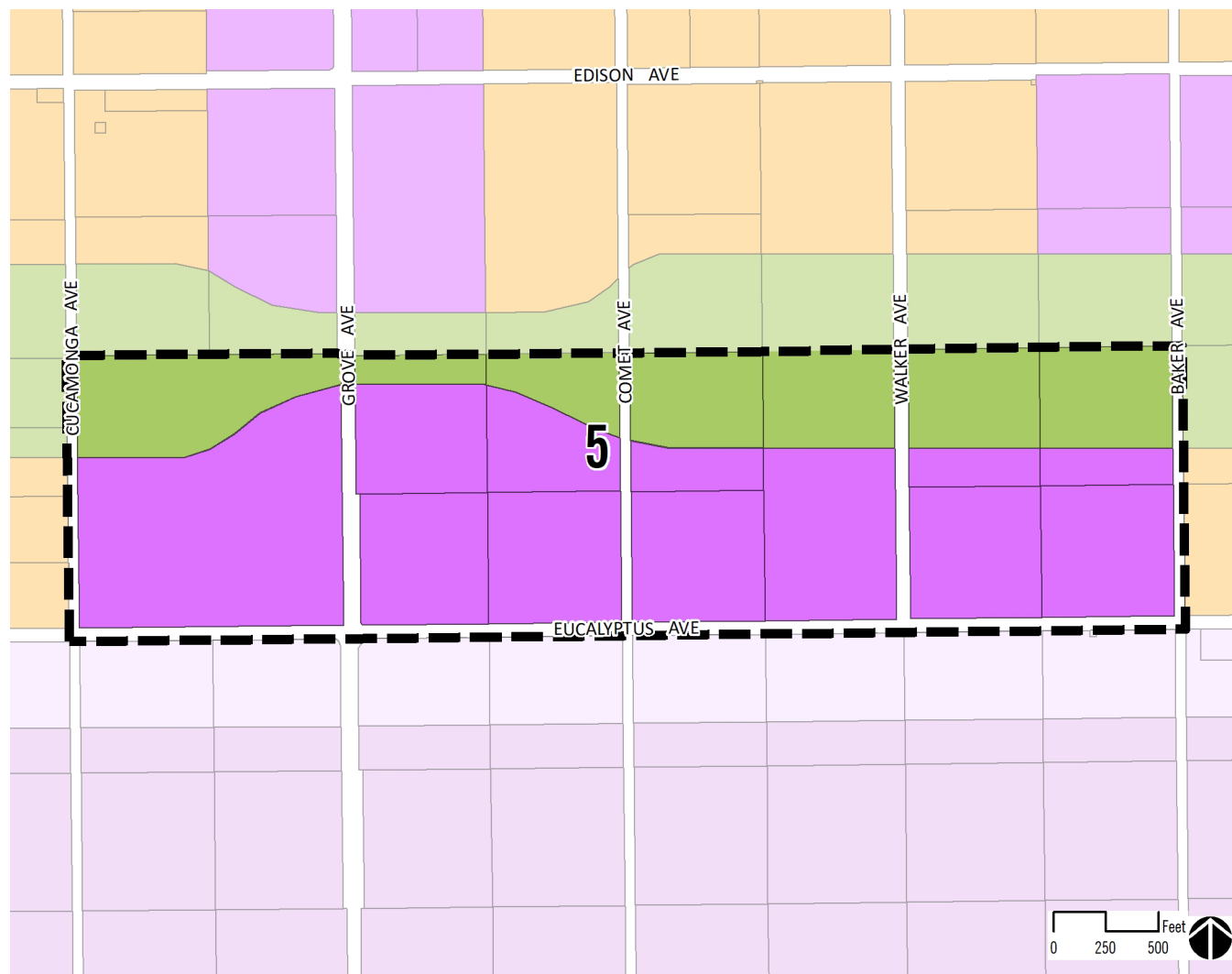
**VISION**

The South Employment District is envisioned to foster employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the Great Park and maintain compatibility with surrounding residential areas. Outside of the Chino Airport safety zone, higher density stand-alone and mixed use residential neighborhoods are intended to orient toward the Great Park and incorporate transition areas from the surrounding business park uses.



◀ The Great Park-inspired, campus-like setting of the South Employment District will attract a variety of employment generating uses.

**LAND USE**



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Eucalyptus / Chino Airport Overlay	25.0 to 45.0 dwelling units per acre (outside of airport safety zone) 2.0 FAR for office and vertically-mixed uses 0.60 FAR for business park and retail uses <i>Subject to Specific Plan<sup>1</sup></i>	Envisioned to primarily accommodate employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the park and maintain compatibility with surrounding residential areas. Stand-alone and mixed use residential is permitted outside of the Chino Airport safety zone, primarily centered on Grove. Business park uses, such as research and development and “clean” industrial are also permitted provided they do not involve the frequent use of trucks (Class 4 or higher) as part of its primary activities.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

Note:

- All mixed use parcels within the South Employment District are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code.

**SOUTH EMPLOYMENT DISTRICT INTENDED OUTCOMES**

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

**Unique Identity**



The South Employment District is envisioned as an employment hub with integrated residential uses concentrated around Grove Avenue, and supporting commercial uses, set in a campus-like environment. Proximity to the “Great Park,” higher-density housing, and transit opportunities along Ontario Ranch Road will drive the success of this District as a pedestrian-first, transit-oriented campus.

A roadway between the mixed use area and the southern park boundary will provide public access to the “Great Park” from within the District, and attract visitors to the area outside of office hours.

**Comfortable, Safe, Human Scale Public Realm**



A complete network of complete streets will combine with Great Park access to form the foundation for establishing a comfortable, human-scale public realm in this District.

The “Great Park” will bring broad open spaces and citywide trail connections into this area, which should connect to the new network of streets.

The planned roadways in this area provide the foundation for a walkable network of streets and sidewalks, but an interconnected system of secondary local streets that link public spaces to the Great Park should be established.

**Complete and Connected Network**



The South Employment District is envisioned to be organized around a connective multimodal network in a campus-like environment.

Portions of the network will provide vehicular accesses, but circulation within the District will focus on providing pedestrian and bicycle connections between residences, employment centers, the “Great Park,” and transit stops along Ontario Ranch Road through a network of interconnected pedestrian malls, local streets, and other public spaces.

**Context Aware and Appropriate Building Design**



Buildings in this District are expected to range from 2 to 4-stories in height, with simple massing, and modern design.

Uses may include office, apartments, attached residential, vertically mixed use projects, buildings that mix offices with and supporting retail and commercial uses. “Clean industrial” and business park uses like R&D and maker spaces should be clustered near Eucalyptus Avenue, and buildings should have minimal dock doors.

To ensure compatibility within and adjacent to the District, housing should be located near the “Great Park.” oriented toward quieter local streets and open spaces, and screened from parking, loading areas, and noises produced by nearby uses.

Commercial uses should be concentrated at strategic locations where they are convenient to workers, residents, and visitors, accessible by all travel modes, and located between major destinations and transit stops.

**Active Frontages**



Buildings in this District are envisioned to have large footprints and simple massing. They should be designed to activate the public spaces by locating primary entrances, main lobbies, bike parking areas, employee lunchrooms, outdoor break areas, and other active uses along those frontages. Long walls should be articulated using appropriately placed windows, architectural details, and human-scale landscaping. Uses that benefit from limited fenestration should be located toward the rear of the building, while commercial, office, and residential uses should overlook adjacent public spaces.

Service areas like, trash enclosures, loading docks, and utility service entrances should be located to the rear of the buildings, along alleys, loading areas, and parking area.

**Managed Infrastructure**



Coordinated management of facilities and infrastructure will play an integral role in maintaining a robust district where people want to spend time.

Shared parking strategies should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public spaces.

CD-08 Corridor Place Types

6. East Holt Boulevard Corridor



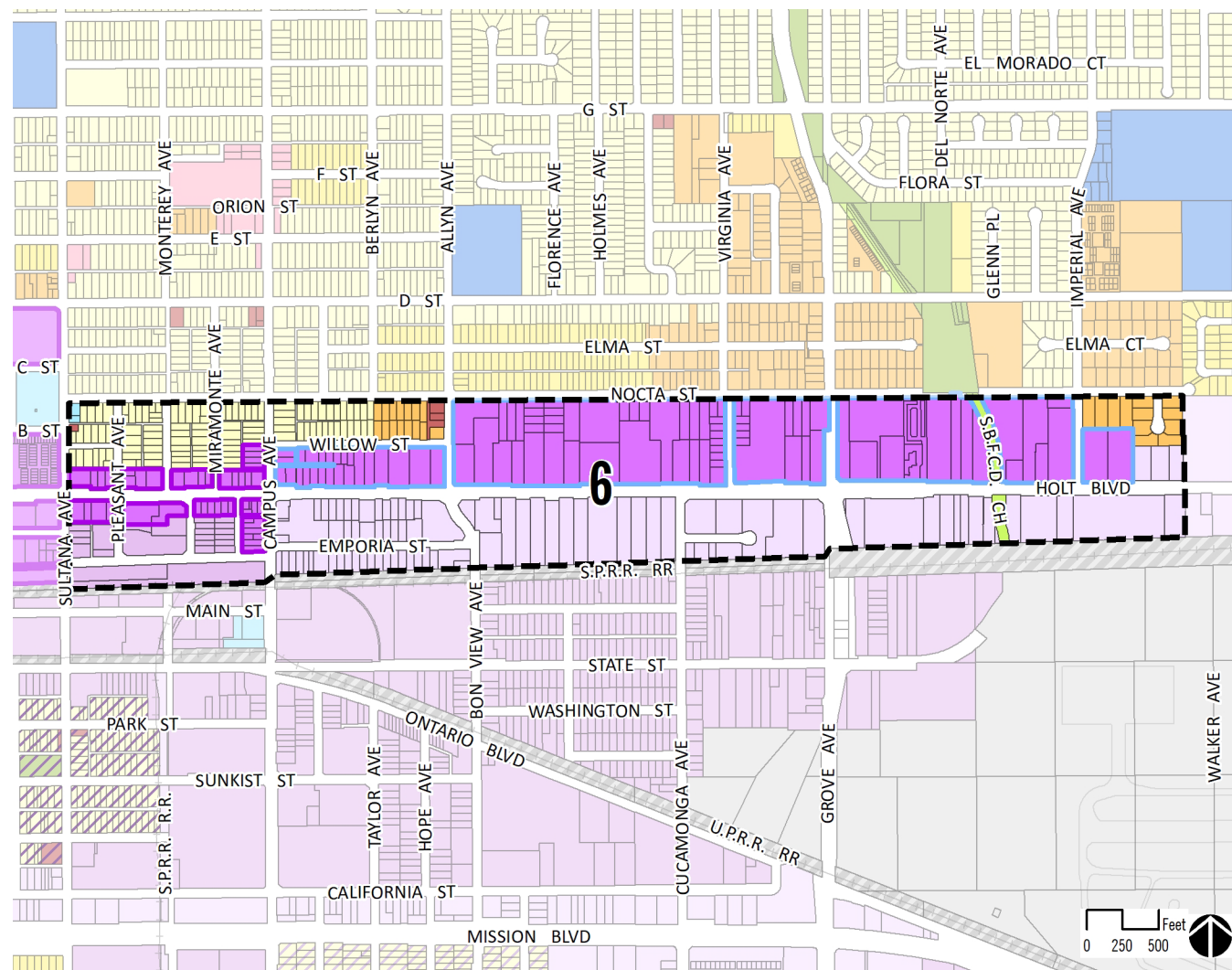
VISION

Holt Boulevard is an important east-west corridor connecting Ontario to the greater region, with improved connectivity options through the addition of BRT service. This corridor is envisioned to gradually build out over time through infill development that ultimately yields vibrant neighborhood-serving commercial areas, a variety of housing options, and employment opportunities that are clustered around BRT stops that can be easily accessed by pedestrians and bicyclists.



◀ Conceptual rendering showing how mixed use and business park infill development could create active frontages, a lively pedestrian experience, and new public spaces along Holt Boulevard.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
Mixed Use - Downtown <sup>1</sup>	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.
Mixed Use - Holt Blvd <sup>1</sup>	14.0 <sup>2</sup> to 40.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.

Notes:

1. Subject to PUD at City's discretion.
2. Some mixed use parcels within the Holt Boulevard Corridor are within the affordable housing overlay zoning district. The overlay sets a minimum density of 20 dwelling units per acre.

## 7. Inland Empire Boulevard Corridor

Corridor Key



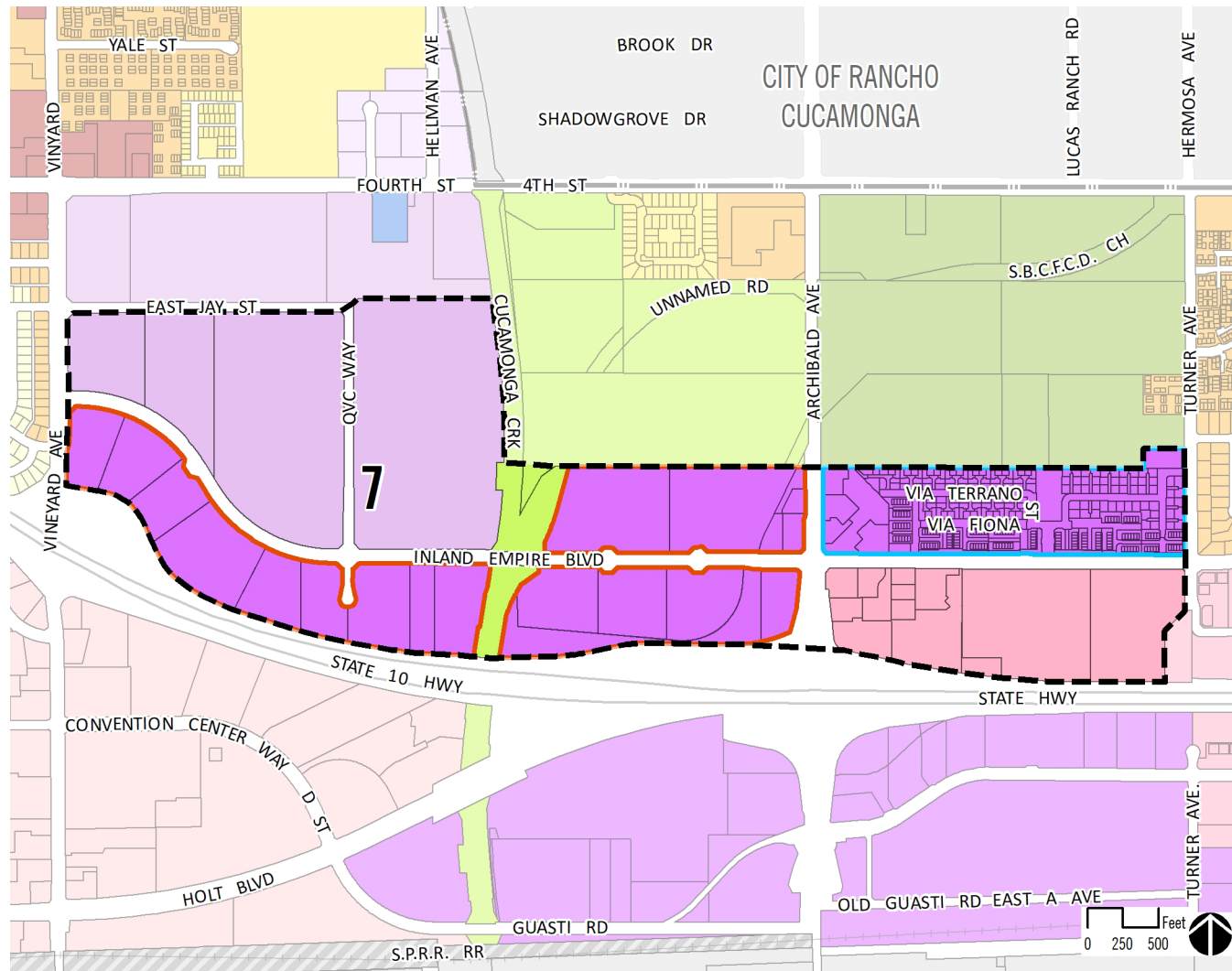
### VISION

The Inland Empire Boulevard Corridor connects Vineyard Avenue and the Convention Center directly to the heart of the Airport / Metro Entertainment District and future BRT. Near- to mid-term improvements include the addition of significant rows of large street trees to provide shade, spatial definition, and a better pedestrian environment; the addition of new bicycle facilities, infill buildings oriented to the street, and reorientation of existing building entrances toward the street where possible. Over the longer term, this corridor has the potential to become a westward extension of the Airport / Metro Entertainment District environment.



◀ Aerial image of Inland Empire Boulevard Corridor looking East from Vineyard Avenue.

### LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Meredith	14.0 to 125.0 dwelling units per acre 3.0 FAR for office and retail uses	This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects.
Mixed Use - Inland Empire Corridor	14.0 to 30.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. Commercial uses that relate to the park are envisioned for the area West of the regional park.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

**CORRIDOR INTENDED OUTCOMES (ALL CORRIDORS)**

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

**Unique Identity**



Corridors present the opportunity to transform an underutilized transportation corridor into a distinctive urban place, with infill development including new housing, transit-accessible job centers, and inviting commercial areas.

Public spaces along the transportation corridors should be designed to allow for widened sidewalks, framed by street trees, and multi-story housing, offices, or mixed use buildings.

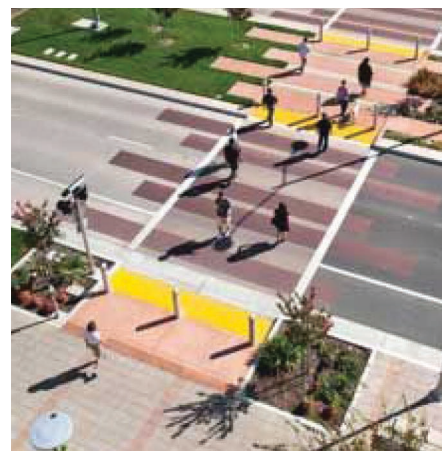
**Comfortable, Safe, Human Scale Public Realm**



The primary street, and important cross streets within a corridor should be designed to allow for wide, walkable sidewalks that provide access to new housing, offices shops and restaurants, and create a pedestrian experience that is attractive, enjoyable, and meets the daily needs of local residents, transit riders, workers and visitors.

The tree-lined corridor and landscaped cross streets should be augmented by a network of small plazas and public spaces that provide neighborhood gathering points, and ideal locations for transit stops.

**Complete and Connected Network**



Access to corridor parcels and flanking uses should be organized as regularly spaced multimodal streets, or access points. These intersections should be designed to ensure safe, comfortable, and convenient pedestrian and bicycle travel, with for low-speed vehicular access at limited intervals.

Vacant, underdeveloped, and underutilized parcels should be organized into new walkable blocks that link destinations within the corridor, such as commercial areas and transit stops to adjacent neighborhoods and employment centers.

Large blocks (greater than 500 feet) on corridors adjacent to residential neighborhoods or employment centers should establish mid-block pedestrian paseos to encourage people to walk and bike to destinations along the primary corridor street.

**Context Aware and Appropriate Building Design**



The linear nature of corridors focuses development and investments in relatively shallow infill sites, leaving little room to transition from an active mixed use environment to a quieter neighborhood. Parcels adjacent to residential uses should provide seamless transitions from more intense corridor development to less intense neighborhoods. Types of transitions will vary based on the type of adjacent uses, scale of buildings, and lot depth.

Appropriate transitions may include, but are not limited to, “step down” building massing that reduces height as it approached residential neighborhoods, landscaped setbacks, scaled down development overall, and interior green or public spaces that provide a buffer between uses.

**Active Frontages**



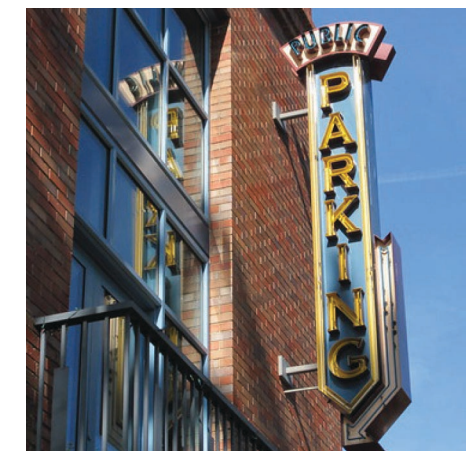
Frontages within corridors should enable and promote human activity in the public realm.

Retail and restaurant frontages should have tall shopfronts that face and wide shaded sidewalks.

Residential frontages should raise the ground floor units above the street to provide adequate privacy, but not so high that pedestrians must walk past a blank ground floor.

All buildings should also provide “eyes on the street” from both ground floor and upper floor windows, terraces, and balconies, to improve safety for transit riders and pedestrians.

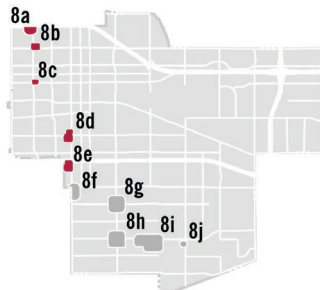
**Policy CD-3.6 Managed Infrastructure**



Segments of Urban Corridors with significant amounts of non-residential use are prime candidates for shared parking districts and maintenance districts.

CD-09 Neighborhood Center Place Types

8 (a-e) Neighborhood Center - Infill



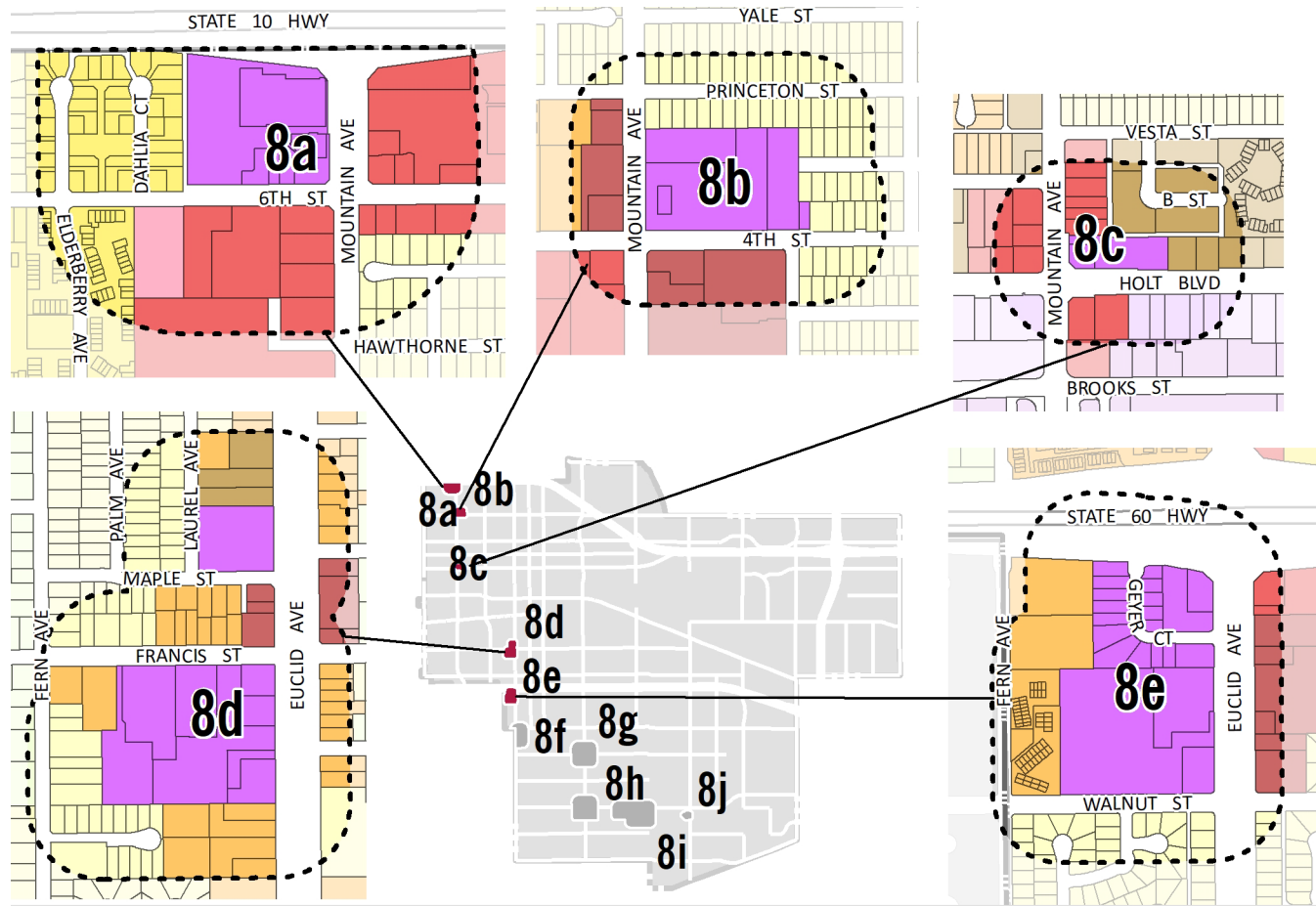
**VISION**

Neighborhood Centers located in areas where the commercial and residential parcels were largely developed in an incremental manner prior to 2020, are north of Riverside Drive, and are categorized as “infill” centers. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods. Some are very small centers that may only include a horizontal mix of uses fronting onto a wide sidewalk while others may involve a vertically integrated mix of higher density residential and nonresidential uses oriented around a public plaza or other form of open space. All of these centers are envisioned to incorporate site design that prioritizes safe, and attractive, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods.



◀ Mixed use Neighborhood Centers are intended to bring many daily needs and community amenities within easy reach of most residents.

**LAND USE**



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - Neighborhood Activity Hubs	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office <i>Subject to PUD at City's discretion</i>	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element <i>Urban, Mixed Use, and Transit-oriented Place Types</i> Section, Community Design Element <i>Exhibits CD-01, CD-02, and CD-09</i> ]
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, “clean” industry, light manufacturing, and supporting retail within a business park setting.

0 125 250 500 Feet  
Place Type Boundary\*

\*If any portion of a parcel is within the Place Type boundary, the entire parcel is subject to the Place Type vision and intended outcomes.



### 8 (f-j) Neighborhood Center – South of Riverside Drive

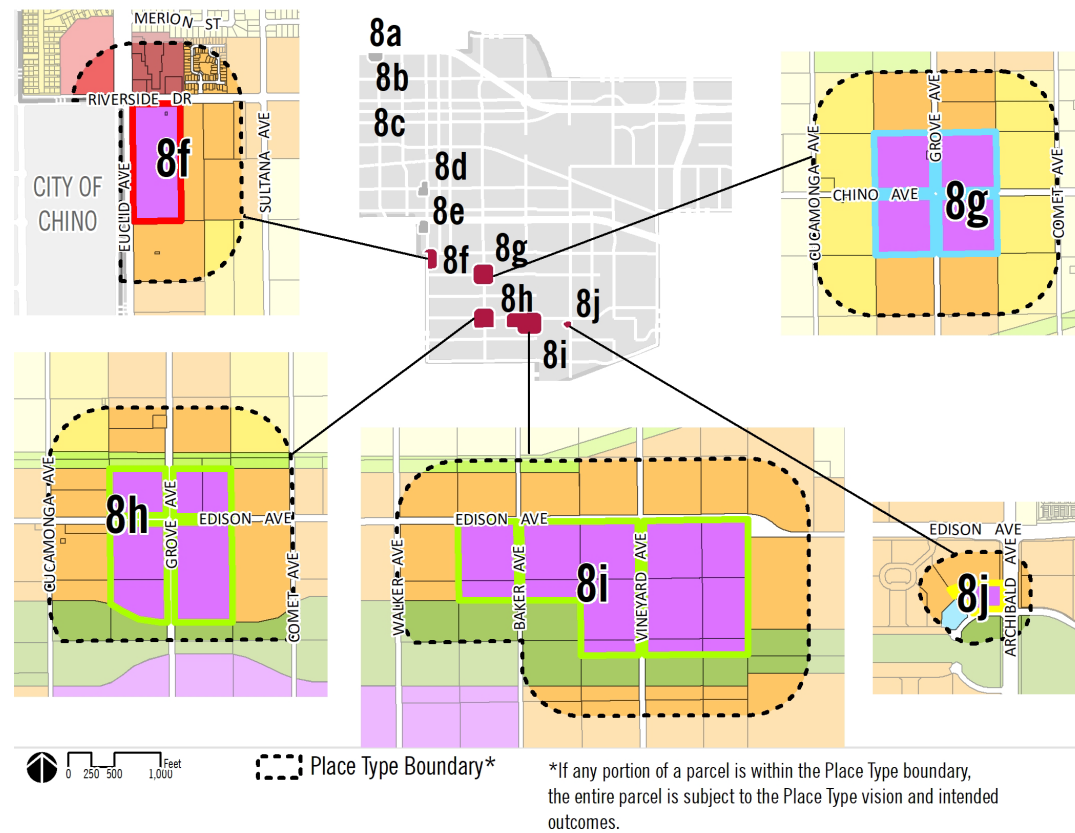
#### VISION

Neighborhood Centers identified south of Riverside Drive are generally underutilized or vacant as of 2022. These Neighborhood Centers are envisioned to bring new vitality and involve some level of master planning, with the roadway, pathways, open spaces, public realm designs, and site designs coordinated prior to the development of all of the parcels. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods.

Some of these centers will involve a small node of mixed use development that is connected to the “Great Park” while others will involve larger clusters of mixed use areas that serve as a focus point for the surrounding residential neighborhoods. The largest of these centers are intended to serve not only as a local focal point but also as a major citywide landmark that also connects directly to the “Great Park”. All but the smallest of these centers are envisioned to consist of some amount of vertically integrated and higher intensity residential, office, and retail buildings oriented toward the “Great Park”, large public plazas, and/or large trail systems.

All of these centers are envisioned to incorporate site design that prioritizes safe, attractive, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods. Parking areas are to be located next to and behind buildings to provide a variety of frontages along streets.

#### LAND USE



◀ Conceptual illustration showing a potential Neighborhood Center – South of Riverside Drive with wide sidewalks, buildings oriented toward the streets, and a variety of transportation options.

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low-Medium Density	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1 <sup>1</sup> to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
Mixed Use - Great Park	14.0 <sup>1</sup> to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses <i>Subject to Specific Plan<sup>1</sup></i>	The Great Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road.
Mixed Use - Grove	14.0 <sup>1</sup> to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses <i>Subject to Specific Plan<sup>1</sup></i>	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Mixed Use - Parkside	25.0 to 45.0 dwelling units per acre 1.0 FAR for retail uses <i>Subject to approved Specific Plan</i>	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place and serve the surrounding residents.
Mixed Use Neighborhood Activity Hubs	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office <i>Subject to Specific Plan<sup>1</sup></i>	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.

Note:

1. Some medium density and mixed use parcels in the Neighborhood Centers South of Riverside Drive are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code. If not covered by a specific plan, projects are still subject to a PUD at the City's discretion.

**NEIGHBORHOOD CENTERS INTENDED OUTCOMES (ALL CENTERS)**

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

**Unique Identity**



Neighborhood Centers are organized by a pattern of walkable blocks, tree-lined streets and varied architecture within a compact area. Each building, business, and use contributes to the Center’s unique character adding value to the Center and surrounding neighborhoods by its proximity and accessibility to them. These centers are connected to adjoining neighborhoods by a network of neighborhood streets and pedestrian connections, not separated from them by loading zones, trash enclosures and tall walls. Appropriate transitions from the busy environment of the commercial core of the center to the quiet neighborhood environments is achieved by gradual transitions in building scale and level of activity.

**Comfortable, Safe, Human Scale Public Realm**



The public realm of Neighborhood Centers includes streets connecting to neighborhoods, and parking lots and other publicly accessible open spaces. These interwoven open spaces meet the functional requirements for vehicular access and parking that are met in conventional shopping centers by large parking lots connected to large streets with auto-only driveways, and provide a comfortable retail experience for residents and visitors to shop, dine, and spend time with friends and family.

**Complete and Connected Network**



Centers are organized around a network of local streets, both public and private, that form walkable blocks. Neighborhood centers should be connected to larger cross-town streets and corridors by local cross-streets.

To encourage walking and to provide equitable access to goods and services for residents who are unable to drive, additional paseos and other “pedestrian shortcuts” should be provided when lots or blocks exceed approximately 500 feet in width.

**Context Aware and Appropriate Building Design**



Most Neighborhood Centers face on crosstown avenues and Neighborhood Corridors. They should front these streets with larger buildings and high levels of commercial activity. The height, size, and scale of buildings and levels of activity should systematically step downward toward adjoining neighborhoods. Building masses near single-family neighborhoods should be reduced in height, width and bulk, and activities should transition for very busy and active retail and restaurant uses to quieter office and residential uses.

**Active Frontages**



The ground floors of buildings - and the public spaces they front - should be designed to balance the needs of interior uses with the active public realm.

Retail and restaurant businesses near the main avenue and within the retail core of the center, should be adjacent to wide sidewalks, and building facades should include with tall, transparent shopfronts providing clear views of merchandise and activity within each business.

As uses transition from the retail core to adjacent neighborhoods streetscape improvements and sidewalks should change with landscape pallet giving way to sidewalks behind green parkway strips. Similarly, deeper setbacks should mark the transition from Center to neighborhood.

**Managed Infrastructure**



Coordinated management of facilities and infrastructure will play an integral role in maintaining a successful Neighborhood Center where people want to spend time.

Shared parking strategies should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public spaces.

## SOCIAL RESOURCES ELEMENT

Access to healthcare, nutrition, and healthy environments, quality education, diverse community services and facilities, and cultural opportunities are essential to a prosperous and complete community. All are critical to individual and community well-being and Ontario's ability to attract residents and investors. However, direct control over delivery of healthcare, education, social services, and cultural opportunities is in the hands of outside organizations. Therefore, the City must leverage the efforts of service providers within the region.

### Purpose

The Social Resources Element:

- Identifies quality and accessible health care, education, community services, and cultural activities as critical components to achieving Ontario's Vision.
- Provides guidance on addressing community issues that by their nature require extensive coordination and collaboration with outside agencies.
- Addresses critical community issues that are not typically included in City policy plans.

### Principles

The City believes:

- The health, wellbeing, education, and enrichment of its citizens are key components to making Ontario prosperous and a desirable place to live.
- Access to healthcare, education, community services, and cultural resources encourages community engagement and healthy lifestyle choices.
- Coordination and collaboration with service providers is essential to a comprehensive system of high quality health, education, cultural activities, and community services in Ontario.
- A diverse range of community and cultural resources, programs, and facilities help make Ontario a more complete and prosperous community.

### Goals & Policies

#### SR-1 Health

Ontario recognizes that there is a strong link between health and individual and community prosperity. The City is committed to strengthening this critical link through collaboration with health-related public, private and nonprofit organizations. The City can have a positive impact

on the health of residents by providing information on and access to, resources for healthcare, fitness and good nutrition.

While the policy foundation for improving residents' health is found throughout the Policy Plan, this section focuses on the issues of access to healthcare providers and facilities, prevention and wellness, safe neighborhoods, and monitoring health in Ontario.

**GOAL SR-1 Residents have access to information, services and goods that improve their health and wellbeing.**

*Policies*

**SR-1.1 Partnering for Healthcare.** We work with healthcare providers, and local, regional, state, and federal agencies to attract and retain a diversity of affordable, quality healthcare and facilities for the entire community.

**SR-1.2 Nutrition Choices.** We support the promotion of equitable access to affordable healthy food choices in the community, including community gardens, farmers markets, and cooking classes.

**SR-1.3 Health Education.** We promote equitable access to health education, including disease prevention, mental health, nutrition, and physical fitness.

**SR-1.4 Physical Activity.** We encourage activities and community design that improve the physical fitness of our community members, with an emphasis on the provision of activities and facilities in environmental justice areas.

**SR-2 Education**

Ontario's prosperity is determined, to a great extent, by its ability to provide a skilled and educated workforce capable of meeting the requirements of business. A key factor for businesses and residents deciding whether or not to locate in Ontario is the availability of quality preschool, elementary, middle, and high schools, colleges, and vocational training. Ontario fosters lifelong learning so that its citizens can lead more fulfilling and productive lives by providing access to libraries, culture, community events, and activities.

**GOAL SR-2 A range of educational and training opportunities for residents and workers of all ages and abilities that improves their life choices and provides a skilled workforce for our businesses.**

*Policies*

**SR-2.1 Educational Partners.** We partner with educational institutions throughout the region in order to expand the range and quality of educational offerings available to the community.

**SR-2.2 Workforce Training.** We will work with industrial organizations, businesses, and educational institutions to create opportunities for workforce training.

- SR-2.3 Joint Use of Facilities.** We partner with public and private educational institutions to jointly use facilities for both City and educational purposes.
- SR-2.4 Access to Schools.** We work with local and regional partners to improve the safety in and around schools and to improve access for citizens of all ages and abilities to schools and community services, such as after school and other programs.
- SR-2.5 School Facilities.** We plan and coordinate with school districts for designing and locating school facilities to meet the City's goals, such as for health, walkability, and safety and to minimize impacts to existing neighborhoods.
- SR-2.6 Language.** We promote broad outreach in languages used by the community for proposed projects that could negatively affect environmental justice areas.
- SR-2.7 Community Engagement.** We promote targeted outreach and education to historically underrepresented groups to encourage meaningful participation in decision-making process for projects whose outcomes will affect land use in environmental justice areas.

### SR-3 Community & Leisure Activities

Ontario takes pride in having an excellent choice of classes, excursions, events, and special programs for its citizens to learn, recreate, and socialize with friends, family, neighbors, and others in their community. In addition, there are a variety of nonprofit community-based organizations and religious institutions that provide services and activities to members of the Ontario community. Community and leisure activities play an important role in linking Ontarians to their community, neighborhoods, and commercial areas.

**Goal SR-3** A range of community and leisure programs and activities provided by public, private, and nonprofit organizations that meet the needs of the community's varied interests, age groups and abilities.

#### *Policies*

- SR-3.1 Partnerships.** We partner with local and regional agencies, nonprofit organizations, and the private sector to provide a comprehensive range of community activities and events to citizens.
- SR-3.2 Needs Assessment.** We track the needs and priorities for community services and look for ways to meet demands and avoid duplication of offerings.
- SR-3.3 Program Outreach.** We promote information about leisure activities, classes, special events, and other services and activities to our community.
- SR-3.4 Community Events.** We plan and actively participate in regularly scheduled community events and seasonal or yearly citywide events.

**SR-3.5 Community Activities as Crime Deterrents.** We promote and participate in community activities as part of our crime prevention efforts. (Link to Safety Element Policy S-7.3)

## SR-4 Library

Information and knowledge resources are fundamental for the residents of Ontario to live healthy and prosperous lives. Ontario's libraries offer free access to collections of books and other media, computers and the Internet, and a range of programs and resources, making them key focal points in the community. Ontario has an ambitious, well-established, and functional library program that addresses a broad range of ages, abilities, interests, cultural backgrounds, and income levels.

**Goal SR-4 City libraries that connect community members of all ages and abilities to a broad range of programs, communication, and informational resources.**

### *Policies*

**SR-4.1 Community Needs.** We identify and monitor community needs for library services, technology, and facilities, and tailor them to effectively meet those needs.

**SR-4.2 Interagency Coordination.** We leverage relationships with outside agencies, educational institutions, and neighboring jurisdictions to share library resources to the benefit of Ontario residents.

**SR-4.3 Library Outreach.** We outreach to the community to increase the patronage of the library.

**SR-4.4 Coordination with Other Community Services.** We coordinate library programs with other recreational and community programs and facilities.

**SR-4.5 Focal Points of the Community.** We design and program Ontario's libraries as focal points of community engagement, including public outreach and community events.

**SR-4.6 Robert E. Ellingwood Model Colony History Room.** We work with the Ontario Museum of History and Art in order to collect, preserve, and display artifacts and images from Ontario's heritage and connect the City's past to the present through the History Room.

## SR-5 Entertainment & Culture

The availability of entertainment and culture helps define and promote the City's image locally, regionally, and internationally. These social resources are necessary to become a complete community and are essential to attracting residents and investment. Ontario is committed to making entertainment, arts, and culture readily available to citizens of all ages. These resources promote opportunities for community engagement, personal inspiration, learning, and enjoyment.

**Goal SR-5** Local heritage, entertainment, and cultural experiences that enrich the lives of Ontario’s residents, workers, and visitors and serve to attract residents and businesses to the City.

*Policies*

- SR-5.1** **Provision of Entertainment and Culture.** We support equitable access to a range of entertainment and cultural experiences such as public art, exhibitions, and performances.
- SR-5.2** **Local Heritage Education.** We partner with educational providers to promote culture and heritage. (Link to Community Design Element, *Historic Preservation* Section).
- SR-5.3** **Public Art.** We encourage public art in buildings, parks, open spaces, and other public and private spaces.
- SR-5.4** **Private-Public Sector Events.** We partner with private and nonprofit sectors to provide and promote participation in cultural activities including fairs, festivals, and other events geared to neighborhoods, the City as a whole, and the region.
- SR-5.5** **Promotion of Ontario Artists and Musicians.** We promote awareness of entertainment and culture produced in Ontario.

## APPENDIX A. IMPLEMENTATION ACTIONS RELATED TO ENVIRONMENTAL JUSTICE AND CLIMATE ADAPTATION AND RESILIENCY

### Purpose

The Policy Plan primarily contains long-term principles, goals, and policies for achieving Ontario's Vision through nine elements: land use, housing, parks and recreation, environmental resources, community economics, safety, mobility, community design, and social resources. Through these nine elements, the City addresses all the topics required by state law and some additional topics that are important to our community.

The City added the topics of environmental justice and climate adaptation and resiliency to the Policy Plan in accordance with state law (introduced through Senate Bills 1000 and 379, respectively). The City has opted to address these topics throughout multiple elements of the Policy Plan to ensure the topics are presented alongside the multitude of issues and topics that affect our residents and resources.

The City will begin to implement the updated Policy Plan immediately upon adoption, working within the municipal organization, with residents and other community stakeholders, and other agencies and service entities. A number of actions will be started immediately following the Policy Plan's adoption, with some completed and/or replaced by new actions in as little as a few months. As state law currently limits the frequency of updating the Policy Plan to four update cycles per year, the City opts to maintain a separate Implementation Plan so that it can update its list of short-term activities on an as-needed basis without affecting the City's Policy Plan update cycle.

However, state law requires that the implementation actions related to environmental justice and climate adaptation and resiliency be incorporated into the City's Policy Plan. Accordingly, this appendix contains those actions from the Implementation Plan that must also be part of the Policy Plan.

The Implementation Plan reflects new activities that the City should conduct in order to implement the new aspects of the updated Policy Plan. The Implementation Plan does not include actions that the City already undertakes based on regulations, programs, or procedures that are already in place. As the majority of updates to the Policy Plan relate to the topics of environmental justice and climate adaptation and resiliency, the majority of the Implementation Plan also reflects actions related to these two topics.

### Updates

Future updates to the Implementation Plan will gradually incorporate and identify new activities related to other topics of the Policy Plan, based on changes in socioeconomic conditions, the physical environment, and other factors. Changes to actions listed in the Implementation Plan related to environmental justice or climate adaptation and resiliency will also trigger an update to this appendix, which should be processed during the City's next appropriate Policy Plan update cycle.



## Structure

The following actions are presented based on the most directly relevant element and goal. For example, Action LU-2.1 is the first action related to Goal 2 of the Land Use Element. It should be noted that actions may also relate to more than one element and may help implement more than one goal and/or policy.

After each action, in parentheses, are indicators that identify whether the action relates to environmental justice (**EJ**) or climate adaptation and resiliency (**CAR**). Actions related to environmental justice are distributed throughout all elements of the Policy Plan, with additional indicators in parentheses to identify the subtopic enumerated in state law.

### Environmental justice indicators:

- Reduce exposure to pollution (EP)
- Promotion of food access (FA)
- Promotion of physical activity (PA)
- Promotion of public facilities (PF)
- Promotion of safe and sanitary housing (H)
- Promotion of civil engagement (CE)

All of the climate adaptation and resiliency actions are associated with are associated with the Safety Element. Some actions related to climate adaptation and resiliency may address environmental justice topics and help those who are disadvantaged, but are not identified as environmental justice actions. For example, S-9.3 Weatherization Program, seeks to expand funding resources to conduct weatherization and structural retrofits that will increase community resilience. This action can help create safe and sanitary housing for those who are disadvantaged, but the action is not targeted toward improving an existing environmental justice problem or prioritized for those who live in environmental justice areas.

## Actions

### Land Use Element

**LU-2.1 Development standards.** Review existing development and design standards and update as necessary to provide appropriate mitigation or buffers between existing uses, with a focus on additional buffering when new uses could negatively impact environmental justice areas. (**EJ**: EP)

### Housing Element

(Note that actions listed as programs in the Housing Element, full text available in the Housing Element Technical Report):

**Program 6 Neighborhood Stabilization.** Implements the City's Neighborhood Preservation Strategy Plan, which identifies revitalization strategies in key neighborhoods in northwest Ontario. (**EJ**: H)

- Program 11 Ontario Ranch.** Encourages development of affordable housing in future developments in Ontario Ranch, the high resource area in the city. (EJ: H, PF)
- Program 23 Public Housing.** Commits to expanding the use of Housing Choice Vouchers (aka Section 8 Vouchers) in high and moderate resource areas. (EJ: H, PF)
- Program 24 Homeownership Program.** Provide resources in multiple languages to reduce language barriers. (EJ: H, CE)
- Program 27 Fair Housing Implementation.** Provide resources in multiple languages to reduce language barriers. (EJ: H, CE)

### Parks and Recreation Element

- PR-1.1 Recreation and Parks Master Plan.** Implement recommendations as outlined in the 2021 Master Plan, with a priority on addressing the needs in environmental justice areas. This includes recommendations such as new and/or expanded facilities, new and expanded programs and services, community and agency partnerships, and fee structures. (EJ: PF, PA)

### Environmental Resources Element

- ER-4.1 Citywide and regional air quality planning.** Review existing and monitor the development of new air monitoring and emissions reduction plans prepared by the South Coast Air Quality Management District. Gather and evaluate measures and strategies in such plans for their applicability to and feasibility for Ontario. (EJ: EP)
- ER-4.2 Citywide emissions monitoring.** Coordinate with the South Coast Air Quality Management District (SCAQMD) to monitor existing air measurements and recommend new air measurements and locations, with a specific focus on evaluating new measurements and locations in environmental justice areas. Coordinate with SCAQMD to provide monitoring information online to the public, including historical data and an explanation of trends, thresholds, and ongoing monitoring results. (EJ: EP)
- ER-4.3 Community air quality planning.** Engage with the South Coast Air Quality Management District and local stakeholders to evaluate the next steps in pursuing a priority community designation and/or community air protection program incentives for eligible environmental justice areas of the city, with focus on areas with unique needs and highest pollution burden as identified in the latest available CalEnviroScreen tool. If such a designation or incentives are not awarded or available, seek grant funds for activities such as local air quality monitoring.
- Also, explore ways to initiate data collection efforts for a community emissions reduction and/or community air monitoring plan, including the identification of information needed (new or updated), potential data sources and needed resources, and strategies to engage residents and collect information. (EJ: EP)

- ER-4.4 Health risk assessments.** Draft and adopt ordinance to implement new requirements (Policy ER-4.9) for health risk assessments when considering specific uses near existing sensitive receptors. (EJ: EP)
- ER-4.5 Trucks and cargo handling equipment.** Evaluate and implement strategies to reduce emissions associated with truck idling and cargo handling equipment near areas with existing and planned sensitive receptors, with a priority placed on facilities that have not yet finalized building permits and for those facilities in or adjacent to environmental justice areas. (EJ: EP)
- ER-4.6 Healthy indoor options.** Explore options to incentivize or require the provision of indoor recreation space, particularly in environmental justice areas that experience high levels of exposure to air pollution. (EJ: PA, PF, EP)
- ER-4.7 Proactive engagement.** Collaborate with the South Coast Air Quality Management District and local stakeholders in environmental justice areas experiencing local air pollution issues to outline objectives and strategies for monitoring air pollution. Augment existing outreach programs to improve public awareness of state, regional and local agencies' roles, and resources to identify, monitor, and address air quality and other environmental hazards in the community. (EJ: CE, EP)

### Community Economics Element

- CE-1.1 Small Business Assistance.** Collaborate with the County Economic Development Agency and California District of the Small Business Administration to expand and promote resources and assistance for small businesses, with a specific focus on those in environmental justice areas. (EJ: PF)

### Safety Element

- S-1.1 Seismic Retrofits.** Identify potential funding sources to facilitate seismic retrofits in environmental justice areas and for low-income households. (CAR, EJ: H)
- S-2.1 Entitlement and Permitting.** Update the City's entitlement and permitting process to require hydrological studies that assess the 100-year and 500-year flood zones to assess the impact that the new development will have on the flooding potential of existing development down-gradient. Additionally update the entitlement and permitting process to require mapping for 200-year floodplains. (CAR)
- S-2.2 Floodplain Mapping.** Seek grant funds to map the 200-year floodplain in Ontario outside of the entitlement process. (CAR)
- S-2.3 Public Outreach.** Augment the City's public outreach efforts to disseminate information on flooding, flood control on private property, floodplains, and flood preparedness to the community through the City website, social media, and at City offices. (CAR)

- S-2.4 Floodproofing Existing Buildings.** Seek grant funds to encourage property owners in 200-year (when mapped) or 500-year flood zones to floodproof existing structures. (CAR)
- S-2.5 Open space in 200-year floodplains.** Coordinate with developers to encourage passive recreation or parkland in 200-year floodplains or floodways (when mapped). (CAR)
- S-2.6 Green and Natural Infrastructure.** Coordinate with developers to incorporate the use of existing (or restoration of) natural features and ecosystem processes and low impact development techniques to increase permeable surfaces and promote sustainable management of open space and parks. This may include, but is not limited to, aquatic or terrestrial vegetated open space, systems and practices that use or mimic natural processes, and other engineered systems, to provide clean water, conserve ecosystem values and functions, promote drainage, and provide a wide array of benefits to people and wildlife. (CAR)
- S-3.1 Firefighting services and water supply.** Collaborate with regional water providers and surrounding fire protection agencies to ensure adequate water supply, equipment, and personnel for firefighting in the region given future projections regarding prolonged drought and the potential increase in the number and severity of wildfires in the surrounding area (in line with automatic and mutual aid agreements). (CAR)
- S-3.2 Public Outreach.** Coordinate with network providers to ensure that residents and visitors, especially those in environmental justice communities, have access to emergency notifications. Information should be provided in multiple languages and formats appropriate for people with access and functional needs. (CAR, EJ: CE)
- S-4.1 Vibration studies.** Update development regulations to require vibration-sensitive uses in areas within 200 feet of rail to evaluate for indoor vibration levels and mitigate any exceedances of the Federal Transit Administration vibration-annoyance criteria. (EJ: H)
- S-8.1 Evacuation Assessment Plan.** Prior to or concurrently with the update of the City's Hazard Mitigation Plan, conduct an evacuation time assessment to comply with state law (enacted through Assembly Bill 747), accounting for natural and human-generated hazards, existing and proposed traffic evacuation volumes at buildout. (CAR)
- S-8.2 Evacuation Routes.** Review and update, as necessary, standards so that new development has at least two egress/ingress options, key signage that is visible to emergency responders during extreme weather events, signage that identifies evacuation routes, and adequate water supply for structural suppression. (CAR)

- S-8.3 Evacuation assistance program.** Coordinate with Omnitrans, Metrolink, and other transit providers to develop an evacuation assistance program for those with little mobility and those without a vehicle. (CAR)
- S-8.4 Extreme Heat Response Plan.** Develop an extreme heat response plan that includes establishment of community cooling centers and temperature triggers for when they will open, weatherization of City buildings, and cooling strategies for persons engaged in outdoor work and persons experiencing homelessness. (CAR)
- S-8.5 Resilience Hub and Cooling Centers.** Establish a network of equitably located resilience hubs and cooling centers throughout the City. Ensure that such facilities are located outside of areas at risk of hazards (to the extent possible), offer refuge from extreme heat and poor air quality, and are equipped with renewable energy generation, backup power, and backup water supplies. Such facilities should be in easily accessible locations and be available to all community members. (CAR)
- S-8.6 Cooling Transit Areas.** Coordinate with Omnitrans, Metrolink, and Amtrak to increase shading and heat-mitigating materials on pedestrian walkways, outdoor waiting areas, and transit stops/stations. (CAR)
- S-8.7 Critical Facilities.** Review procedures and update as necessary, to ensure that future critical facilities are located outside of hazards zones. If not feasible, ensure new critical facilities are designed to remain functional during hazardous events and identify funding sources to harden and improve existing facilities to remain functional during hazardous events. (CAR)
- S-8.8 Community Emergency Response Team (CERT).** Increase participation in CERT through program by expanding promotion efforts and course offerings, encouraging CERT participation for City employees, and exploring partnerships (e.g., partner with school districts to offer CERT training to high school students). (CAR)
- S-9.1 Energy independence.** Coordinate with developers to encourage the integration of battery storage systems that can provide backup electrical service during temporary power outages. (CAR)
- S-9.2 Renewable Energy.** Renovate existing city-owned assets and design future city facilities to incorporate renewable energy generation systems, battery storage systems, and energy-efficient design and features, as feasible. (CAR)
- S-9.3 Weatherization Program.** Expand funding resources through partnerships and grant programs for low-income households and businesses to conduct weatherization and structural retrofits that will increase community resilience. (CAR)

## Mobility Element

- M-2.1 Priority Improvements.** Refine the City’s Capital Improvement Program (CIP) and implementation recommendations of the Active Transportation Master Plan (ATMP) to elevate the priority of improvements proposed in (or serving) environmental justice areas. Continue to identify additional improvements that should be added to complete networks, remove barriers, and create buffers for pedestrians and bicyclists along truck routes, with priority given to those in environmental justice areas. (EJ: PF, PA)
- M-3.1 Expanded Bus and Light Rail Service.** Coordinate with Omnitrans and Metrolink to implement and update the agencies’ strategic plans and long range transportation plans to prioritize improvements in and expansion of service in Ontario’s environmental justice areas. In the next update of these plans, encourage each agency to increase the weighting of environmental justice factors in the prioritization of improvements and service expansion. (EJ: PF)
- M-4.1 Clean Energy Plan for Trucks and Cargo Handling Equipment.** Develop and implement a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking and onsite cargo handling equipment. Promote the creation of centralized truck parking areas that provide clean energy refueling stations and other support facilities while ensuring adjacent residential neighborhoods are not negatively impacted by trucking activities. Target locations that serve both the northern and southern industrial parts of the city, and coordinate to provide truck parking and charging areas in neighboring jurisdictions that serve regional truck travel. Require proposed truck-intensive uses to provide robust onsite clean energy fueling and/or electric charging stations for trucks and onsite cargo handling equipment. For existing and proposed uses, to contribute toward centralized parking solutions (for larger facilities, which will overlap with their compliance with the South Coast Air Quality Management District’s Indirect Source Rule). (EJ: EP)

## Community Design Element

- CD-2.1 Objective Development and Design Standards.** Prepare objective development and design standards to help streamline the approval and production of new housing, while creating a more walkable, vibrant, and unified community. (EJ: H)
- CD-2.2 Transit Stops.** Coordinate with Omnitrans to implement and update the agency’s Bus Stop Safety Improvement Plan, prioritizing improvements in Ontario’s environmental justice areas. In the next update, encourage Omnitrans to increase the weighting of environmental justice factors in the evaluation, identification, and prioritization of improvements. (EJ: PF, PA)
- CD-2.3 Bus Rapid Transit.** Coordinate with Omnitrans on street cross section designs for BRT corridors to influence street designs to maximize walkability and bicycle access/safety of the transit riders. (EJ: PF)

## Social Resources Element

- SR-1.1 Healthy Ontario.** Continue to pursue programs, incentives, grants, and partnerships to fund and conduct the activities and achieve the objectives of the Healthy Ontario Initiative, including those on prevention and wellness, healthcare access and utilization, education and lifelong learning, and safe and complete neighborhoods. Augment the initiative to prioritize activities and objectives to address neighborhoods in environmental justice areas. **(EJ: FA, PF, PA)**
- SR-1.2 Collaboration.** Develop active, strategic partnerships with public, private, and nonprofit entities, such as the Community Healthy Improvement Association of Ontario (CHIA) and Center for Community Action and Environmental Justice (CCA EJ), to improve health outcomes by leveraging capacity, resources, and programs around mutually beneficial initiatives that promote health, equity, and civil engagement for residents, with a priority on those living in environmental justice area areas. **(EJ: CE, PA)**
- SR. 1.3 Resident Satisfaction Survey.** Augment the City’s resident satisfaction survey (conducted in English and Spanish) to address issues related to community health, pollution, parks, community engagement, and community services, with focused outreach for environment justice concerns and priority areas. Report findings of survey through the City’s various media platforms and utilize input to update the Implementation Plan and Policy Plan, as necessary. **(EJ: PA, PF)**
- SR-1.4 Community Centers.** Continue to implement the City’s 2021 Recreation and Parks Master Plan and emphasize the creation of new community centers in environmental justice areas where residents are more than one-half mile from an existing community center. **(EJ: PF)**
- SR-1.5 Expanded Representation.** Expand representation of residents concerned about environmental justice issues by extending invitations to such residents/groups (focused especially on those who also live in environmental justice areas within the City) to participate in civic government activities. **(EJ: CE)**

## APPENDIX B. GLOSSARY OF TERMS AND ABBREVIATIONS

### Purpose

The following is a glossary of terms and abbreviations to help users read and understand the Policy Plan and the meaning and intent of its goals and policies. Please note that this glossary is not intended to be comprehensive or define terms, acronyms, or abbreviations that are generally well understood or easily looked up using other resources. Additionally, some terms listed in this glossary are not used in the text of Policy Plan. The focus is on terms that have multiple potential meanings (either in or out of the Policy Plan context), and to define the intended meaning of such terms to ensure the correct interpretation and implementation of the Policy Plan.

### A-C

**Accommodate:** To make room for or provisions for something that is specifically intended to occur.

**Action:** A specific, measurable step that needs to be taken to meet stated objectives. An action is not mere compliance with the law or a commonly adopted or accepted practice or protocol. An action is short in duration and is meant to be updated and replaced once action has been taken. In the context of the Implementation Plan, the activity is typically to be undertaken by the City or another public entity.

**Adaptive Reuse:** The conversion of obsolescent or historic buildings from their original or most recent use to a new use.

**Advocate:** To openly support and promote an action, objective, or goal; also, to speak on behalf of an individual or group.

**Airport Land Use Compatibility Plan (ALUCP):** The ALUCP provides for the orderly growth of the areas within an airports noise contour, runway protection zones, approach zones, and Part 77 zones and describes appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas.

**Airport Master Plan (AMP):** An AMP provides for the maintenance, development, and operation of the airport itself and includes operational forecasts, fleet mixes and the ultimate runway configuration and airport plan.

**Allow:** To be open to something occurring but without any particular effort to make it happen.

**Always:** The action will apply to future decisions without exception.

**Analyze:** To methodically examine the desirability or feasibility of something, with a view toward letting the evidence determine the appropriate level of commitment.

**Aspire:** To direct one's ambitions toward achieving something.



**Augment:** To add to something that is already in place to make it more desirable, functional, or beneficial.

**Avoid:** To not enable something that will lead to an undesirable outcome.

**Best Management Practices (BMPs):** Methods or techniques found to be the most effective and practical means in achieving an objective (such as preventing or minimizing pollution) while making the optimum use of resources.

**Buffer / buffer zone:** An area of land, structure, feature, or design treatment separating two uses that acts to soften or mitigate the effects of one use on the other.

**Building Density and Intensity:** Building density and intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio, which is the amount of building square feet in relation to the size of the lot.

**Buildout:** Build-out is an urban planners estimate of the amount and location of potential development for an area. Buildout for The Ontario Plan can be found in Exhibit LU-03.

**Built Environment:** Human-made buildings and structures, as opposed to natural features.

**Carbon Footprint:** A carbon footprint is a measure of the impact human activities have on the environment in terms of the amount of greenhouse gases produced.

**Carbon Sequestration:** The removal and storage of carbon from the atmosphere in carbon sinks (such as oceans, forests, or soils) through physical or biological processes, such as photosynthesis.

**Community Development Block Grant (CDBG):** A grant program administered by the U.S. Department of Housing and Urban Development (HUD) that provides federal grants directly to larger urban cities and counties for activities that benefit low- and moderate-income individuals, eliminate blight, or address a serious and immediate threat to public health and welfare. States distribute CDBG funds to smaller cities and towns. Grant amounts are determined by a formula based upon need.

**California Environmental Quality Act (CEQA):** A state law requiring state and local agencies to assess the environmental impacts of public or private projects they undertake or permit. Agencies must mitigate adverse impacts of the project to the extent feasible. If a proposed activity has the potential for significant adverse environmental impacts, an Environmental Impact Report (EIR) must be prepared and certified as legally adequate by the public agency before taking action on the proposed project.

**Class I Trail:** Known as a Shared-use Path, is a completely separated facility for the exclusive use of bicycles and pedestrians with crossflow by motor vehicles minimized.

**Class II Trail:** Known as a Bike lane and a Buffered Bike lane, is a portion of the roadway that is designated by striping, signaling, and/or pavement markings for the exclusive use of bicyclists established along streets and corridors where there is significant demand and distinct needs. Bike lanes can be paired with a designated buffer space composed of painted striped and pavement markings adjacent bike lane, known as a Buffered Bike Lane.

**Class III Trail:** Known as a Bike Boulevard, is a special type of bike route where a street is designed to accommodate bicyclists with a wide variety of skill levels.

**Class IV:** Known as a Separated Bikeway and Raised Separated Bikeway, also known as a cycle track or protected bike lane, is a one- or two-way bike way for the exclusive use of bicycles that includes a physical, vertical barrier between bicyclists and motor vehicle traffic within the roadway. They can be designed to be either at the same grade as the adjacent sidewalk or set as an intermediate level mountable curb between the roadway and sidewalk, known as a Raised Separated Bikeway.

**“Clean” Industry:** “Clean” industries include industrial type uses whose operations produce lower quantities of hazardous substances and air emissions than traditional industrial uses. Operations of such facilities should have minor adverse effects on neighboring land uses and are therefore more compatible in proximity to sensitive uses, like residential development, schools, and childcare facilities than traditional industry. Examples of “clean” industry include incubator space for small start-up and creative businesses, clean/green technology, biomedical device manufacturing, digital arts, furniture and apparel design, etc.

**Collaborate:** To intentionally, willingly work together toward a common objective or goal.

**Compatible:** In relation to use, the ability for two or more uses to coexist without conflict, with minimal conflict that can be mitigated, or in a beneficial manner. When used in relation to a structure, indicates that the structure is built so that its appearance is similar to that of the principal unit to which the structure is accessory or to the general character of the neighborhood or community with regards to color, materials, construction, lighting, signs, or the emission of sounds, noises and vibrations. See also *incompatible*.

**Complete streets network:** A system of on- and off-street facilities (e.g., sidewalks, bike lanes, and trails), that enable all users of all ages and abilities to navigate within or through a community area, with an emphasis on mobility focus areas. The system can consist of one or more facility type based on the intended users and access requirements. Individual facilities may overlap or not, serve all or just some users, and be contiguous or disconnected. Complete streets facilities and improvements are subject to physical constraints presented by the local context and financial feasibility limitations.

**Comply with:** To follow specified existing ordinances, regulations, or procedures.

**Complement/ complementary:** Combining or coexisting (e.g., two buildings or land uses) in such a way as to enhance or emphasize the qualities of each other.

**Comprehensive Housing Affordability Strategy (CHAS):** A plan prepared by state or local agencies as a prerequisite for receiving assistance under certain U.S. Department of Housing and Urban Development (HUD) programs.

**Concurrent:** Services, facilities, activities, or other things that are provided or are occurring at the same time as something else.

**Consider:** To remain open to and evaluate a range of possible actions or outcomes as part of a decision.

**Consistent:** To be or act in harmony or aligned with something; see also inconsistent.

**Consolidate:** To bring together aspects, features, or components of a system or locale that can serve better in a consolidated form, compared to existing or provided separately.

**Construct:** To build something: buildings, roads, channels, etc. Context. Local or regional environmental, social, and economic conditions.

**Continue:** To maintain and/or resume an action.

**Cooperate:** To work in a positive effort with another entity toward a mutually beneficial end. Such work may take the form of direct action, passive support, or even inaction.

**Coordinate:** To work in a positive effort with another entity in the process of conducting individual actions or initiatives that relate to each other and that can benefit from concurrent or cooperative activity.

**Council of Governments (COG):** A single or multi-county entity created by a joint power agreement. COGs are responsible for determining the share of the regional need for housing for each of the counties and cities within the COG's region. In most cases, the COG also serves as the Regional Transportation Planning Agency (RTPA) responsible for preparing regional transportation plans and expenditure programs.

**Community Noise Equivalent Level (CNEL):** A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 p.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) periods to allow for greater sensitivity to noise during these hours.

**Connect SoCal:** The Connect SoCal plan (also known as the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy or RTP/SCS) represents the vision for Southern California's future, including policies, strategies, and projects for advancing the region's mobility, economy, and sustainability through 2045. The plan details how the region will address its transportation and land use challenges and opportunities in order to achieve its regional emissions standards and greenhouse gas (GHG) reduction targets.

The components of Connect SoCal are required by federal and state legislation and is an important planning document for the region, allowing project sponsors to qualify for federal funding. SCAG is required to update this long-range planning document every four years.

**Complete Community:** A diversity of housing choices and educational opportunities; jobs for a variety of skills and education; recreation and culture; a full-range of shopping, entertainment and services; and the opportunity to improve individual quality of life.

**Crime Prevention Through Environmental Design (CPTED):** Crime Prevention through Environmental Design (CPTED) is the proper design and effective use of the built environment which may lead to a reduction in the fear and incidence of crime, and an improvement of the quality of life." – National Crime Prevention Institute.

**Critical Facilities:** Facilities housing or serving many people, and are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility lifeline facilities, such as water, electricity, and gas supply. Critical Facilities within Ontario are mapped in the Safety Element.

## D-I

**Dedicate:** To offer or set aside for a specific program, action, or use; when in the context of land dedication, the land is generally set aside for public ownership, use, and/or operation or maintenance.

**Department of Housing and Community Development (HCD):** A state agency that administers state housing programs. HCD also administers the federal HOME and CDBG programs on behalf of jurisdictions that are not directly assisted by HUD.

**Department of Housing and Urban Development (HUD):** A federal, cabinet level department responsible for overseeing, implementing, and administering U.S. government housing and urban development programs.

**Design:** To conceive in advance the size, shape, qualities, appearance, open space, and other attributes of a proposed development, building and related improvements, generally rendered in graphic forms that communicate the anticipated outcome.

**Determine:** To calculate in advance the nature or outcome of an anticipated action, situation, or proposal.

**Discourage:** To openly deter (or attempt to deter) an individual, group, or organization from doing something.

**Discretionary:** An action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

**Emergency Communication & Dispatch Center:** The Dispatch center provides daily dispatch services for the Fire & Police Departments and contract fire agencies. The dispatch Center is also a designated facility as part of California's Fire Rescue Mutual Aid System.

**Encourage:** To promote, support, or champion a concept or action; such support may be in terms of political support and coordination, staff resources, and/or financial resources.

**Endangered Species:** A native California bird, mammal, fish, amphibian, reptile, or plant (species, subspecies, or variety) is endangered when it is in serious danger of becoming extinct throughout all, or a significant portion of its range due to one or more causes, including loss of habitat, change of habitat, over-exploitation, predation, competition or disease (Section 2062, Fish and Game Code).

**Enhance:** To improve existing conditions in quality, value, or characteristic.

**Equitable:** A condition or treatment that is fair and impartial.

**Establish:** To bring something into being that does not currently exist.

**Explore:** To search for or examine the nature of a possibility before a commitment is made. See also *analyze*.

**Expand:** To increase in detail, extent, number, volume, or scope.

**Environmental Justice Areas:** Disadvantaged communities that face the highest risk of exposure to pollution and are also burdened by socioeconomic and health issue. Determined using the latest version of CalEnviroScreen, a screening tool developed by the California Office of Environmental Health Hazard Assessment (OEHHA) used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution.

**Environmental Infrastructure:** The basic facilities, services, and installations needed for the functioning of key systems such as the sewerage network, drainage systems as well as improvements made to water courses and habitats.

**Feasible:** Capable of being done, executed, or managed successfully taking into consideration social, physical, environmental, and/or economic factors.

**Facilitate:** To make an action or process easier or to help bring about.

**Fair share:** An allocation of resources, costs, or fees considered equitable and proportional to the needs, impacts, or activity of an existing or proposed project.

**Feasible, technically:** Capable of being implemented because the industrial, mechanical, or application technology exists.

**Feature:** A noticeable or important characteristic, attribute, or aspect of something.

**Finding(s):** The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken or a decision made by the entity.

**Fire Conflagration:** An uncontrolled burning that threatens human life, health, property, or ecology that may produce a firestorm, in which the central column of rising heated air induces strong inward winds, which supply oxygen to the fire.

**Flash Flood:** A flash flood is a rapid flooding of geomorphic low-lying areas – washes, rivers, and streams. It is caused by heavy rain associated with a thunderstorm, hurricane, or tropical storm. Flash floods can also occur after the collapse of an ice dam, or a human structure.

**Flood Insurance Rate Map (FIRM):** For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

**Floodplain:** The area, adjacent to a watercourse or other body of water, subject to recurring floods. Floodplains may change over time as a result of natural processes, the characteristics of a

watershed, or the construction of bridges or channels. Floodplain can also serve as a reference to areas subject to flooding and mapped under FEMA's NFIP.

**Floor Area Ratio (FAR):** The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places.

**Food insecurity:** The state of being without reliable access to sufficient quantity of affordable, nutritious food.

**Fund:** To make money available for a prescribed purpose; may be a one-time, periodic, or ongoing commitment.

**Global Gateway:** Ontario is increasingly identified for the competitive advantages it provides to businesses that want to succeed in the global marketplace and for its growing importance to the state, national and international economies. Ontario's distinction as a Global Gateway is due to its strategic Southern California location at the center of a rapidly developing freight movement system that includes LA-Ontario International Airport (ONT), two railroads, four major freeways and an expanding network of freight forwarders. ONT is one of the fastest growing and ambitious cargo airports outside the booming Asia-Pacific market and home to United Parcel Services Western Regional Hub providing daily direct flights to China. The Ontario Foreign Trade Zone is also significant to businesses involved in international trade. This envied transportation network links Ontario-based companies to the Ports of Los Angeles and Long Beach as well as western, national, and international markets.

**Global Warming:** An increase in the earth's atmospheric and oceanic temperatures widely predicted to occur due to an increase in the greenhouse effect resulting especially from pollution.

**Goal:** A statement of desired future conditions regarding a particular topic; a goal paints a picture of how something will be in the future. A goal in and of itself is not sufficient to understand its intent, extent, or context. A goal itself is kept simple, with policies, objectives, and implementation actions providing further definition.

**Greenhouse Gases (GHG):** A Greenhouse gas is one that contributes to the warming of the Earth's atmosphere by reflecting radiation from the Earth's surface. (e.g., carbon dioxide, ozone, or water vapor).

**Green Infrastructure:** Green infrastructure is strategically planned and managed networks of natural lands, working landscapes and other open spaces that conserve ecosystem values and functions and provide associated benefits to human populations.

**Harden:** The use of site design and materials to make a building or site able to withstand the onset or severity of damage from an event such as a fire, earthquake, flood, or other similar event

**Hazard Mitigation Plan:** The Local Hazard Mitigation Plan is a comprehensive resource document that serves many purposes, including enhancing public awareness and understanding, creating a decision tool for management, promoting compliance with State and Federal program requirements, enhancing local policies for hazard mitigation capability, and providing inter-jurisdictional coordination. The Federal Disaster Mitigation Act of 2000 requires all local

governments to create such a disaster plan in order to qualify for funding in the future. The City's Hazard Mitigation Plan is incorporated by reference into the Policy Plan.

**Hazardous Material:** Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

**HOME (HOME Investment Partnership Program):** A federal housing program that provides formula grants to states and localities. Communities use the grants (often in partnership with local nonprofit groups) to fund a wide range of activities. These include building, buying, or rehabilitating affordable housing for renters and homeowners, and providing direct rental.

**Impact:** Generally, the result of an action or inaction; when the term is used in the context of an environmental analysis under the California Environmental Quality Act (CEQA), the term "impact" refers to how a proposed project may directly or indirectly effect specific environmental, infrastructure, and public service factors; a negative impact damages those environmental factors or increases burdens on selected facilities and services).

**Impervious Surface:** A surface through which water cannot penetrate, such as a roof, road, sidewalk, or paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

**Identify:** To determine characteristics or facts without any predetermination regarding future commitments; gather information only.

**Include:** To make a part of a consideration or issue under public scrutiny.

**Incompatible:** To be so opposed in character as to be incapable of existing together without causing conflicts or harm upon one or all parts; conflicting; see also *compatible*.

**Incorporate:** The same as *include*.

**Inconsistent:** Varying to the point of conflict or contradiction; see also *consistent*.

**Innovative:** Methods or approaches that are new and original, often (but not always) more advanced.

**Install:** To put in place at a specified time or place or in a particular sequence.

**Integrate:** To blend new and existing projects or activities together in a compatible fashion.

**Investigate:** To examine the accuracy of information provided in support of a proposed project, process, or program.

## J-Q

**Jobs-Housing Balance:** The jobs/housing ratio divides the number of jobs in an area by the number of households. A ratio greater than 1.0 indicates a net in-commute (job-rich community); less than 1.0 indicates a net out-commute (housing-rich community).

**ONT:** Ontario International Airport.

*[no terms that begin with the letter "K"]*

**Land Use Designation Boundary:** Where a boundary line is indicated as following a street or alley, the boundary line shall be construed as following the centerline of the right-of way. Where a street or alley is officially vacated or abandoned, the area within vacated street or alley on each side of the centerline shall be classified in the same land use designation as the adjoining property.

**Level of Service (Traffic):** A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

**Limit:** To confine a project or activity within prescribed specifications or performance criteria.

**Link:** To connect a project, area, function, or activity to another feature or features that would be mutually beneficial and reinforce desired functions.

**Locate:** To place an improvement, function, or use in a particular locale, on property with certain characteristics, or in proximity to specified features to bring about benefits and/or efficiency.

**Maintain:** To keep a system, facility, area, or activity in continuously sound condition, as defined by approved standards.

**May:** To offer the possibility but not the probability or promise of a certain commitment of resources or support; associated with action or activity that is often desirable and allowed, but implementation of such action or activity is often conditional.

**Minimize:** To reduce something to the smallest amount or degree feasible.

**Monitor:** To track the performance of a particular physical condition, activity accomplishment or aspect of change, with a view toward using the results to inform City determination of its appropriate commitments.

**Multipurpose Trail:** Also called a Shared-use Path (per the ATMP), is an off-street trail that accommodates pedestrian and bicycle travel. These trails typically double as Class I bikeways.

**National Flood Insurance Program:** A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately. The areas of high risk are mapped by the Federal Emergency Management Agency (FEMA) and are known as Flood Insurance Rate Maps (FIRMs).



**Natural Ecosystem:** Natural ecosystem is a natural unit consisting of all plants, animals, and microorganisms in an area functioning together with all the non-living physical of the environment. That or, a place where plants and animals are dependent upon one another – and their particular surroundings – for survival.

**Never:** Something (e.g., action or land use) will not take place or occur under any circumstance.

**Noise-Sensitive Uses:** Land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples. Such uses are also considered vibration-sensitive uses.

**Notify:** To advise a specified party or parties regarding an event or change for which there is an obligation to inform or need to know.

**Ontario Ranch:** An area that spans over 8,000 acres and 13 square miles, offering master-planned neighborhoods, commercial centers, and recreation spaces. A visionary model for California Growth, Ontario Ranch is the first gigabit community in Southern California and will feature ultra-high bandwidth home-data services, plus an expansive park and trail system, new schools, and independent sources of water. (Generally, the area south of Riverside Drive)

**Parkland:** Land used for public recreational and open space purposes. Such spaces and facilities can be public or private.

**Particulate Matter:** “Particulate matter,” also known as particle pollution or PM, is a complex mixture of extremely small particles and liquid droplets. Particle pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles.

**Partner:** To join with another entity in conducting an activity or building a facility that would be mutually beneficial and add value more efficiently than if pursued independently; does not necessarily require financial commitments. See also *cooperate*.

**Periodically:** The action will take place or apply to future decisions at specified intervals or times.

**Places:** Functional and appealing places where people want to live, work, and visit.

**Place Types:** Distributed throughout Ontario and are generally centered around areas designed as mixed use. They include a range of scales that are intended to fulfill different roles within city. Such areas are envisioned as walkable and transit-friendly environments with a safe, comfortable, and inviting public realm that encourages people to spend time, whether living, working, or visiting.

**Policy:** A statement that guides decision-making and specifies public commitment. A policy defines and directs how the City intends to achieve goals.

**Potable Water:** Water of sufficient quality to serve as drinking water, whether it is used for drinking or not.

**Premier Community:** A community with a distinct identity or character such as historic development, viable neighborhoods, design, and image.

**Preserve:** To maintain something in its original or existing state (verb). An area dedicated to the protection and conservation of biological resources and/or landscapes (noun).

**Prevent:** To keep a particular use, condition, activity, or circumstance from occurring; it does not imply complete (100 percent) avoidance or elimination.

**Prioritize:** To intentionally direct discretionary investments or actions to one area ahead of other areas. The act of prioritizing is an ad-hoc process that considers a variety of relevant factors. State and federal law and agency requirements, court orders, and City/county-declared emergencies take precedent over the prioritization direction in the Policy Plan.

**Principle:** An assumption, fundamental rule, or doctrine that guides Policy Plan policies, proposals, standards, and implementation measures.

**Prohibit:** To absolutely disallow something from happening or being built.

**Promote:** To actively stimulate the likelihood and desirability of something happening; does not require investing public resources in its direct development.

**Protect:** To shield from damage to people or property.

**Provide:** To make something available, typically to a community, organization, or business; it does not imply that the thing is being made available at no cost.

**Public (noun):** Residents, businesses, visitors, and travelers.

**Public realm:** Framework for an urban, mixed use, or transit-oriented area that is vibrant, active, and intense urban environment.

**Pursue:** To strive to obtain or to seek to accomplish something, often through direct actions, partnerships, or indirect assistance. See also *support*.

*[no terms that begin with the letter "Q"]*

## R-Z

**Rare Species:** A native California plant (species, subspecies, or variety) is rare when, although not presently threatened with extinction, it is in such small numbers throughout its range that it may become endangered if its present environment worsens (Section 1901, Fish and Game Code). Since 1985, this designation applies to plants only.

**Recycled Water:** Former wastewater (sewage) that has been treated to remove solids and certain impurities, and then allowed to recharge the aquifer or used for non-potable purposes rather than being discharged to surface water.

**Reflect:** To embody or represent (something) in a faithful or appropriate way.

**Renewable Energy:** Energy that is virtually inexhaustible in duration but limited in the amount of energy that is available per unit of time. Renewable energy includes biomass, hydropower, geothermal, solar, wind, ocean thermal, wave action, and tidal action.

**Report:** To provide public information on a subject or condition.

**Require:** To absolutely impose an obligation or standard.

**Resilience / Resiliency:** The capacity of any entity to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience. Adaptation actions contribute to increasing resilience.

**Respect:** To give due regard for something or to hold something in high regard.

**SBCTA / SBCOG:** San Bernardino County Transportation Authority / San Bernardino Council of Governments.

**SCAG:** Southern California Association of Governments.

**Sensitive Land Uses:** Uses that by their nature and characteristics can be significantly impacted by the noise, odor, vibration, air quality and inherent hazards associated with other uses near it. Sensitive uses include, but are not limited to: single and multiple family residences, schools, churches, hospitals, day care facilities and nursing homes.

**Sensitive Species:** “Sensitive” refers to naturally-reproducing fish and wildlife species, subspecies, or populations that are facing one or more threats to their populations and/or habitats.

**Shall:** Will always be carried out or required; no exceptions.

**Should:** Will be carried out or required most of the time, unless a very good reason is identified why an exception is acceptable.

**Solar Access:** The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south.

**Solid Waste:** Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

**Sometimes:** Will apply to future decisions under specified conditions or circumstances.

**Specify:** To establish distinct requirements.

**Strive:** To make great efforts or devote serious effort to achieve or obtain something.

**Support:** To provide assistance or promotion; see *encourage*.

**Sustainability:** A process in which the exploitation of resources, the direction of investments, the orientation of technological development, and institutional change are all in harmony and enhance both current and future potential to meet human needs and aspiration; sustainability integrates the political, social, economic, and environmental. A more common and concise definition of sustainability is a system that “meets the needs of the present without compromising the ability of future generations to meet their own needs”.

**Sustainable development:** Development that maintains or enhances equity, economic opportunity, and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.

**Trucking-intensive Business or Use:** In the context of defining a trucking-intensive business, a truck is a vehicle identified by the Federal Highway Administration vehicle as Class 4 or higher, with the exception of dually trucks and recreational vehicles. A trucking-intensive business is a permitted use that includes the frequent use of trucks as part of its primary activities including, logistics facilities, warehousing, fulfillment centers, distribution centers, truck yards, hazardous materials or waste facilities, container storage, and container parking.

**Urban Run-off:** Surface runoff of rainwater over impervious surfaces. During rainstorms and other precipitation events (including run-off from overwatering landscape areas), these surfaces (built from materials such as asphalt, cement, and concrete), along with rooftops, carry polluted stormwater to storm drains, instead of allowing the water to percolate through soil. This causes lowering of the water table (because groundwater recharge is lessened) and flooding since the amount of water that remains on the surface is greater.

**Vibration-Sensitive Uses:** Land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples. Such uses are also considered noise-sensitive uses.

**Vehicle Miles Traveled (VMT):** The total amount of driving over a given area. In 2013, the State of California passed Senate Bill 743, which mandates that jurisdictions can no longer use automobile delay – commonly measured by Level of Service – in transportation analysis under the California Environmental Quality Act. The State issued guidelines that direct jurisdictions to use of a broader measure called VMT, with the intent to reduce overall VMT and per capita VMT.

**Vulnerability Assessment:** An analysis of the vulnerability of various City asset types and people to climate change hazards. A vulnerability assessment is required by state law as part of a jurisdiction’s Safety Element and is used to generate policies and actions that will lead to greater safety, climate adaptation, and resiliency. The City’s Vulnerability Assessment is incorporated by reference into its Safety Element.

**Vulnerable Population or Community:** Populations or communities that experience heightened risk and increased sensitivity to natural disasters, emergencies, or severe weather events or conditions; and have less capacity and fewer resources to cope with, adapt to, or recover from such events or conditions.

**Waste Diversion:** The act of preventing garbage from being disposed of in landfills or incinerators by reducing the amount of materials that you use or buy, reusing products, recycling or composting.

**Wastewater:** Spent or used water with dissolved or suspended solids, discharged from homes, commercial establishments, farms, and industries.

**Williamson Act:** Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open-space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between a jurisdiction and an owner of land whereby the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement. Contracts may be exited at the option of the landowner or local government by initiating the process of term nonrenewal. Other circumstances and processes may also apply.

*[no terms that begin with the letter "X"]*

*[no terms that begin with the letter "Y"]*

**Zoning:** The division of a jurisdiction by legislative regulations into areas (aka land use zoning districts), which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies and the land use categories of the Policy Plan.

**ATTACHMENT B:**

***VULNERABILITY ASSESSMENT REPORT FOR THE  
ONTARIO PLAN 2050 UPDATE***

***A Component of The Ontario Plan 2050***

April 2022

# VULNERABILITY ASSESSMENT REPORT FOR THE ONTARIO PLAN 2050 UPDATE

City of Ontario

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# TABLE OF CONTENTS

Introduction .....	1
Community Profile .....	1
Regulatory Framework.....	3
Climate Science Overview.....	4
Vulnerability Assessment Method .....	5
Step 1: Identify Exposure .....	5
Step 2. Identify Sensitivities and Potential Impacts.....	7
Step 3. Assess Adaptive Capacity.....	8
Step 4. Prioritize Vulnerability Scoring .....	9
Hazards of Concern .....	10
Climate Change Hazards .....	10
Agriculture Pests and Diseases .....	10
Air Quality .....	10
Drought .....	11
Extreme Heat and Warm Nights .....	11
Flooding.....	13
Human Health Hazards .....	15
Severe Weather .....	15
Wildfire and Smoke.....	15
Natural Hazards Not Evaluated in the Vulnerability Assessment.....	16
Seismic Hazards.....	16
Geologic Hazards.....	17
Populations and Assets .....	18
Vulnerability Assessment Results .....	20
Population and Asset Considerations .....	20
Populations .....	21
Built Systems and Services.....	22
Economic Drivers .....	25
Implications for TOP 2050.....	27
Emergency Preparedness and Response .....	27
Mutual-Aid Agreements.....	28
Evacuation Needs.....	28

Equity and Uncertainty .....	28
Adaptation and Resilience Opportunities.....	29
Resilience in Other Planning Mechanisms.....	31
Bibliography .....	32
Printed References.....	32
Websites .....	33
List of Preparers .....	35
Lead Agency .....	35
PlaceWorks, Consultant to the City of Ontario.....	35
 <b>Appendices</b>	
Appendix A: list of Populations and Assets.....	36
Appendix B: Vulnerability Assessment Results Matrix .....	42
 <b>List of Tables</b>	
Table 1. Rubric for Impact Scoring.....	8
Table 2. Rubric for Adaptive Capacity Scoring.....	9
Table 3. Populations and Assets Included in the Vulnerability Assessment.....	18
 <b>List of Figures</b>	
Figure 1. Community Overview Map .....	2
Figure 2. California Adaptation Planning Guide Recommended Method .....	5
Figure 3. Vulnerability Scoring Matrix.....	9
Figure 4. Projected Extreme Heat Days in Ontario .....	12
Figure 5. Project Warm Nights in Ontario.....	12
Figure 6. FEMA Flood Hazard Zones .....	14

# INTRODUCTION

The City of Ontario (City) prepared a Climate Change Vulnerability Assessment in conformance with State of California requirements to assess climate change vulnerability and address climate change adaptation and resilience as part of The Ontario Plan 2050 Update (TOP 2050). California Government Code Section 65302(g) requires communities to address climate adaptation and resilience in their general plans. The goal of this requirement is to enable the community to prepare for, respond to, withstand, and recover from disruptions created or caused by climate change. The vulnerability assessment acts as a foundation for integrating adaptation and resilience policies into the Safety Element and The Ontario Plan by identifying a set of priority vulnerabilities in the City of Ontario. This report presents the results of the City's Climate Change Vulnerability Assessment and includes an overview of the regulatory framework and method for preparing a vulnerability assessment and incorporating adaptation and resilience into TOP 2050, a summary of the climate change hazards affecting the resilience of Ontario, and characterizes specific populations and assets included in the assessment

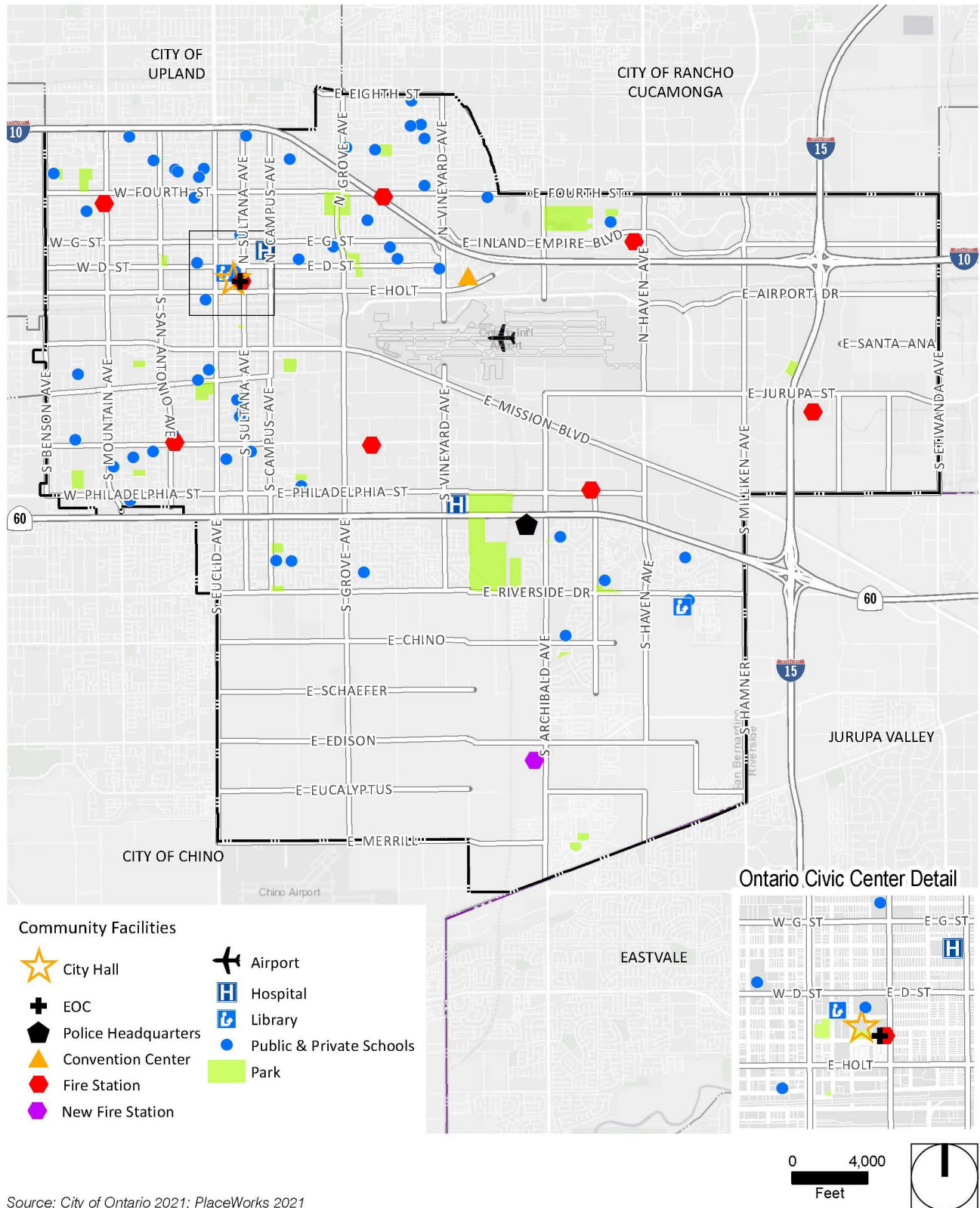
## Community Profile

The City of Ontario is in the valley portion of San Bernardino County, surrounded by the cities of Rancho Cucamonga and Upland to the north, the cities of Fontana and Jurupa Valley to the east, the City of Eastvale to the south, and City of Chino to the west. The Los Angeles National Forest in the San Gabriel Mountains rise nearly 10,064 feet above sea level, and the city sits just south of this mountain range at 1,004 feet above sea level. According to American Community Survey 2019, 5-year estimates, Ontario is home to approximately 176,760 residents, over 37 percent of which are 24 years old or younger and 31 percent of which are between 25 and 44 years old.

The City of Ontario covers approximately 50 square miles, as shown in **Figure 1**, which was originally home to the Tongva (Gabrielino) and Kizh (Gabrielino) tribal nations. The city is developed with residential, commercial, office, public facility, industrial, and agricultural land uses. Residential, commercial, public facility, and office land uses are distributed throughout the city. Industrial land uses are concentrated in the central portion of the city, surrounding the Ontario International Airport, as well as in the eastern and southern portions of the city. Agricultural land uses comprise most of the land use in the southern portion of Ontario; however, this use will likely transition to residential, mixed-use, and commercial land uses by 2050. Major economic sectors include education services, Ontario International Airport, retail centers, and warehouses and logistics centers.

The city has a Mediterranean climate, with hot summers and mild winters with rain. On average, annual high temperatures in Ontario range from 65 degrees Fahrenheit (°F) in January to 94 in August. Low temperatures range from 43 °F in December to 65°F in August. The city receives an average of approximately 15.04 inches of precipitation per year, with all precipitation falling as rain. Most precipitation falls during the winter months with rare occurrences of summer storms. The Southern California inland valley climate was historically famous for growing citrus because of the hot summers and winters without frost. The Santa Ana winds flow through this area of San Bernardino County from October to April, with the strongest Santa Anas occurring in December and January.

Figure 1. Community Overview Map



Source: City of Ontario 2021; PlaceWorks 2021

Ontario's primary transportation access is from Interstate (I-) 10, I-15, State Route (SR-) 60, and SR-83. I-10 runs west through San Bernardino County to downtown Los Angeles and east through the southern United States to the east coast. I-15 runs south through San Bernardino County to downtown San Diego and north through the western United States to Canada. SR-60 runs east to west, and SR-83 runs north to south through Ontario, connecting the valley region of San Bernardino County to the mountains to the north and San Gabriel Valley to the east. Other major roadways include Mission Boulevard, 4th Street, Airport Drive, Haven Avenue, and Miliken Avenue. Ontario International Airport is in the north-central portion of the city. Omnitrans operates six public bus routes, including one express route, through Ontario, which residents can use to travel to key destinations in Ontario and other areas of San Bernardino County. Metrolink, via the Union Pacific Railroad, provides long-distance train service via Ontario to Los Angeles, which connects with other train services to major cities such as Seattle, Chicago, and New Orleans. The City also maintains bike routes along Riverside Drive, Deer Creek Loop, Lytle Creek Loop, and Inland Empire Boulevard.

## **Regulatory Framework**

In 2015, the State adopted Senate Bill (SB) 379, amending Section 65302(g) of the California Government Code to require cities and counties to update the Safety Element of their general plan to include more information about wildfire hazards, flooding risks, and other short-term and long-term threats posed by climate change. SB 379 is the foundation for adaptation and resiliency in general plan safety elements, as it requires local governments to conduct vulnerability assessments as part of their long-range public safety planning efforts and to prepare adaptation and resilience goals, policies, and implementation measures that respond to the findings of the vulnerability assessment and protect against harm caused by climate change.

Other important updates to Section 65302(g) of the California Government Code related to Safety Elements include SB 1035, SB 99, and Assembly Bill (AB) 747/1409. SB 1035, which established Section 65302(g)(6) of the California Government Code, builds on previous legislation and requires local governments to review and update as needed their Safety Element during an update to their Housing Element or Local Hazard Mitigation Plan (LHMP) (or no less than every eight years). Any revisions should include updated information related to flood hazards, fire hazards, and climate adaptation and resilience. SB 99 established Section 65302(g)(5) of the California Government Code and requires jurisdictions to review and update the Safety Element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes. AB 747 added Section 65302.15 to the California Government Code (amended by AB 1409), which became effective in January 2022, requires local governments to identify the capacity, safety, and viability of evacuation routes and locations in the Safety Element or LHMP on or before the next update of their LHMP. This Vulnerability Assessment, along with the update to the Safety Element of TOP 2050, supports the City of Ontario to meet these requirements.

The State of California prepared a guidance document, the [California Adaptation Planning Guide](#), to assist communities in addressing climate adaptation and resilience, and complying with Section 65302(g) of the California Government Code. This guide presents a step-by-step process for gathering the best-available climate change science, completing a climate change vulnerability assessment, creating adaptation strategies, and integrating those strategies into general plans and other policy documents. The City's

vulnerability assessment is consistent with the guidance and recommended methods provided in the *California Adaptation Planning Guide* and the *Resilient IE*.

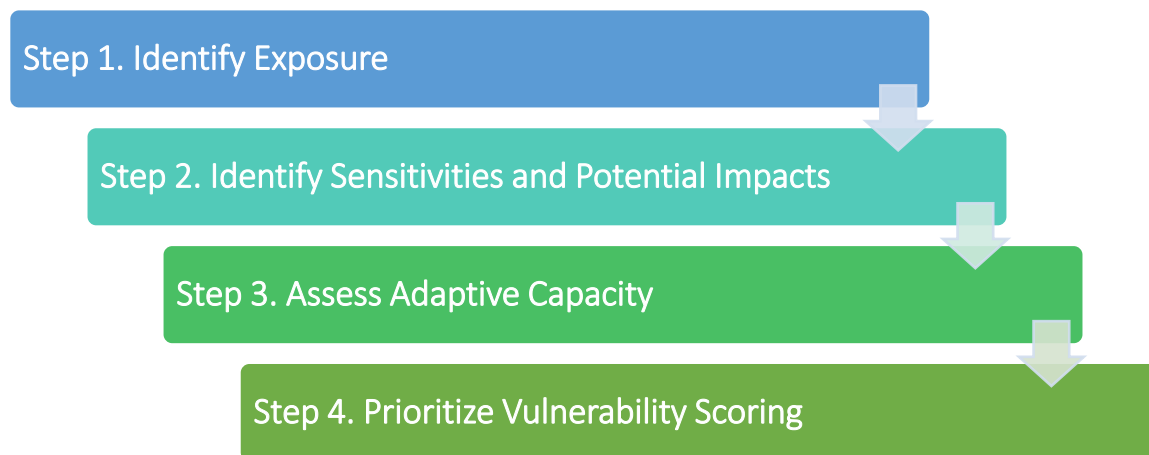
## Climate Science Overview

Climate change is a long-term change in the average meteorological conditions in an area. Currently, the global climate is changing due to an increase in greenhouse gas (GHG) emissions that trap heat near the Earth's surface. While some levels of these gases are necessary to maintain a comfortable temperature on Earth, an increased concentration of these gases due to human activity traps additional heat, changing Earth's climate system in several ways. According to the *California Fourth Climate Change Assessment*, these effects cause primary climate stressors, which include warmer temperatures and changes in precipitation patterns, which can cause and exacerbate secondary climate stressors. These secondary climate stressors, also known as climate change hazards, can include flooding, severe weather, poor air quality, and drought conditions, among others. According to the *California Adaptation Planning Guide*, these hazards have the potential to cause fatalities, injuries, property and infrastructure damage, interruption of business, and other types of harm or loss. This Vulnerability Assessment Report presents the local and regional impacts created by climate change hazards and the ability of Ontario's populations and community to resist these hazards, to assess which aspects of the community are most vulnerable to climate change.

## VULNERABILITY ASSESSMENT METHOD

The Vulnerability Assessment analyzes how a changing climate may harm the City of Ontario, and which aspects of the community – including people, buildings and infrastructure, services, and economic drivers – are most vulnerable to its effects. The vulnerability assessment primarily follows the recommended process published in the *California Adaptation Planning Guide* in 2020 by the California Governor’s Office of Emergency Services. This includes a four-step process: (1) characterizing the community’s exposure to current and projected climate hazards; (2) identifying potential sensitivities and potential impacts to community populations and assets; (3) evaluating the current ability of the populations and assets to cope with climate impacts, also referred to as its adaptive capacity; and (4) identifying priority vulnerabilities based on systematic scoring. **Figure 2** shows these steps.

**Figure 2. California Adaptation Planning Guide Recommended Method**



### Step 1: Identify Exposure

The goal of this step is to characterize the community’s exposure to current and projected climate change hazards. Many projections of climate change hazards rely on multiple scenarios that reflect different levels of how global GHG emissions and atmospheric GHG concentrations may change over time. The Intergovernmental Panel on Climate Change (IPCC), an organization that represents the global scientific consensus about climate change, has identified four climate scenarios, also called Representative Concentration Pathways (RCPs), that can be used to project future conditions. RCPs are labeled with different numbers (e.g., RCP 2.6, RCP 6) that refer to the increase in the amount of energy that reaches each square meter of Earth’s surface under that scenario. The four RCPs are:

- **RCP 2.6:** Under this scenario, global GHG emissions peak around 2020 and then decline quickly.
- **RCP 4.5:** Under this scenario, global GHG emissions peak around 2040 and then decline.
- **RCP 6:** Global emissions continue to rise until the middle of the century.
- **RCP 8.5:** Global emissions continue to increase at least until the end of the century.

The [Cal-Adapt](#) database, which provides California-specific climate change hazard projections, uses RCP 4.5 for a low emissions scenario and RCP 8.5 for a high emissions scenario. The Governor’s Office of Planning and Research *Planning and Investing for a Resilient California* document and the *Adaptation Planning Guide* recommend using RCP 8.5 for analyses considering impacts through 2050, as there are minimal differences between emission scenarios for the first half of the century. This guide also recommends using RCP 8.5 for late-century projections, for a more conservative and risk-adverse approach. The City used the RCP 8.5 GHG emission scenario to input into global climate models on the Cal-Adapt database and other resources.<sup>i</sup>

**Exposure:** The presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.

*Source: California Adaptation Planning Guide*

The first step of this vulnerability assessment was to confirm which climate change hazards are expected to affect Ontario. The City identified eight climate change hazards for this assessment, listed here and discussed in more detail in the Climate Change Hazards section.

1. Agriculture Pests and Diseases
2. Air Quality
3. Drought
4. Extreme Heat and Warm Nights
5. Flooding
6. Human Health Hazards
7. Severe Weather
8. Wildfire and Smoke

The City derived the climate change hazard data from up-to-date information, including the state Cal-Adapt database, the *California Adaptation Planning Guide*, the *California 4th Climate Change Assessment*, the National Weather Service, the Federal Emergency Management Agency (FEMA), the *San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan*, and the *San Bernardino County Vulnerability Assessment* conducted as part of Resilient Inland Empire (IE).

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<sup>i</sup> The IPCC recently released “The Physical Science Basis” of the Sixth Assessment Report that updates global climate change projections for the near-term, mid-term, and long-term based on greenhouse gas emission trends from the past decade. It moves away from using RCPs, instead using five different scenarios called “shared socioeconomic pathways”, which consider socioeconomic trends underlying each scenario. This Vulnerability Assessment does not use these updated projections because at time of writing they are not available at a local scale. However, the IPCC report does reaffirm the use of projections comparable to RCP 8.5 as the suggested emission scenario to use for Cal-Adapt data.



## Step 2. Identify Sensitivities and Potential Impacts

This step included evaluating past and potential future climate change impacts to community populations and assets. The City first identified a list of populations and assets to include in the assessment with the following five categories:

1. **Populations:** People that experience a heightened risk or increased sensitivity to climate change or have a lower capacity or fewer resources to adapt to or recover from climate impacts.
2. **Infrastructure:** Structures that provide essential services to Ontario community members and visitors.
3. **Buildings:** Homes, nonresidential buildings, and other building types.
4. **Important Economic Assets:** Properties and activities that make significant contributions to the Ontario economy.
5. **Key Community Services:** Important and essential functions to community members provided by government agencies and private companies.

**Sensitivity:** The level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.

**Impact:** The effects (especially the negative effects) of a hazard or other conditions associated with climate change.

*Source: California Adaptation Planning Guide*

This list included 17 populations, 17 infrastructure types, 9 building types, 7 economic drivers, and 9 key community services. After confirmation of this list, the City looked at which hazards are applicable in Ontario, or likely to affect which populations and assets, because not all hazards affect all populations or assets. For example, human health hazards are likely to impact most populations, but would not physically affect community parks or school buildings.

The outcome of this step was a matrix that identified whether a population or asset is likely to be exposed to a hazard. If a population or asset has the potential to be affected directly or indirectly by a hazard, a “yes” was indicated in the appropriate box. Direct impacts affect buildings and infrastructure, health or populations, or immediate operations of economic drivers or community services, and they can lead to indirect impacts on the broader system or community, including populations or asset types in a different category. For example, severe weather can *directly* damage electrical transmission lines causing power outages, which can *indirectly* impact persons with chronic illnesses who depend on the electricity for life support systems. Therefore, the City marked both electrical transmission lines and persons with chronic illnesses as “yes” for being affected by severe weather and would be evaluated in the assessment.

After the applicability review, the City evaluated potential impacts to the applicable populations and community assets. To identify how great the impacts of each relevant hazard are on the populations and community assets, the City considered a number of different questions that helped ensure the assessment broadly covered a range of potential harm. Examples of these questions include:

- Could the hazards cause injury or damage? Is there a risk of behavioral or mental harm, loss of economic activity, or other nonphysical effects?
- How many people or community assets could be harmed both directly and indirectly?
- How long would the impacts persist?
- Is there a substantial chance of death or widespread destruction?

Based on the results of the impact assessment, the City ranked each sensitivity as low, medium, or high impact for each relevant exposure. Impact is considered a negative quality, and therefore a higher impact score means that there is a higher potential for harm to a population or asset. A lower impact score means that there is a lower potential for harm to a population or asset. **Table 1** provides more detail about what each score means.

**Table 1. Rubric for Impact Scoring**

Impact Score	Meaning (People and Ecosystems)	Meaning (Buildings, Infrastructure, Services, and Economic Drivers)
Low Impact	Community members may not notice any change. If noticed, effect would be minor with only occasional disruptions.	Damage, interruption in service, or impacts on the local economy is small or intermittent enough to mostly go unnoticed. If noticed, effects are only minor.
Medium Impact	There is a marked impact to the community. Quality of life may decline. Impacts may be chronic, and at times substantial.	Damage, service interruptions, and other impacts are clearly evident. Impacts may be chronic and occasionally substantial.
High Impact	The well-being of the community declines significantly. The community’s current lifestyle and behavior may no longer be possible. There is a severe risk of widespread injury or death to people, or of significant or total ecosystem loss.	Buildings, infrastructure, and services may be often or always cannot function as intended or needed to meet community demand. Large sections of the economy experience major hardships or are not feasible.

### Step 3. Assess Adaptive Capacity

Adaptive capacity is the ability of populations and community assets to prepare for, respond to, and recover from the impacts of climate change. The City evaluated each population and assets for adaptive capacity by considering the following questions:

1. Are there existing programs, policies, or funding to provide assistance?
2. Are there barriers that limit response or recovery? Are these barriers, financial limitations, political challenges, lack of access to technology or other resources, or others?
3. Do alternatives exist in or near Ontario that community members can use?

**Adaptive Capacity:** The “combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities”.

*Source: California Adaptation Planning Guide*

Based on the results of the adaptive capacity assessment, the City ranked each population or asset as low, medium, or high adaptive capacity. Adaptive capacity is considered a positive attribute, so a higher adaptive capacity score will mean that a population or asset may be more adaptable to the hazard. A lower adaptive capacity score means that a population or asset may have a harder time adjusting to the changing conditions. **Table 2** provides more detail about what each score means.

Table 2. Rubric for Adaptive Capacity Scoring

Adaptive Capacity Score	Meaning
<b>Low Adaptive Capacity</b>	Adaptive solutions are available, but they are expensive, technologically difficult, and/or politically unpopular. Alternatives may not exist that can provide similar services. Some assets may not have feasible means to adapt.
<b>Medium Adaptive Capacity</b>	Some adaptation methods are available, but not always feasible. Adapting may create significant challenges for some sensitivities. Some alternatives exist within the jurisdiction area that can provide similar services.
<b>High Adaptive Capacity</b>	Adaptation solutions are feasible for most or all sensitivities. There may be occasional or small-scale challenges to implementing adaptation methods, but populations and assets can adapt with little or no effort. Many alternatives exist in the area that can provide similar services.

### Step 4. Prioritize Vulnerability Scoring

The City used the impact and adaptive capacity scores for each population and asset for each relevant hazard to determine the vulnerability score. The vulnerability (V) score reflects how susceptible the population or asset is to harm from a particular hazard. Vulnerability is assessed on a scale as low, medium, or high. The Vulnerability Scoring Matrix (Figure 3) shows how impact and adaptive capacity scores combine and translate into a vulnerability score. For example, extreme heat would create a high impact on energy delivery because mechanical failures, heat damage, and high demand for electricity from cooling equipment can disrupt this service. Adaptive capacity is low because many community members need to use more electricity on extreme heat days to keep cool, especially since over half of homes were built prior to 1980 and may not be well insulated and retrofitting electrical equipment can be expensive. Therefore, energy delivery services are highly vulnerable to extreme heat.

**Vulnerability:** The degree to which natural, built, and human systems are susceptible “...to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt”.

*Source: California Adaptation Planning Guide*

Figure 3. Vulnerability Scoring Matrix

		Impact Score		
		Low	Medium	High
Adaptive Capacity Score	Low	Medium	High	High
	Medium	Low	Medium	High
	High	Low	Low	Medium

## HAZARDS OF CONCERN

As described in the *California Adaptation Planning Guide*, hazards are events or physical conditions that have the potential to cause fatalities, injuries, property and infrastructure damage, interruption of business, and other types of harm or loss. Some natural hazards, such as earthquakes, do not have a known connection with climate change, but have been included in this report to provide an overview of those hazards for TOP 2050.

### Climate Change Hazards

Climate change hazards focus on natural hazards that can change in frequency and intensity due to climate change. The Vulnerability Assessment assesses the climate change hazards that are most relevant to the City of Ontario, as stated previously. This section discusses the climate change hazards based on projections provided by Cal-Adapt, the *California Fourth Climate Change Assessment*, the Resilient IE Toolkit, the *San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan*, FEMA, and scholarly research.

### AGRICULTURE PESTS AND DISEASES

According to the *2020 San Bernardino County Crop Report*, agriculture and livestock had total gross production of over \$420 billion in 2020, with milk, milk products, and cattle being the largest-grossing crop. Agricultural pests and diseases can affect livestock and crops supporting the livestock in the Ontario Ranch area of the city. This hazard is measured by the number of pests and disease incidents, which are likely to increase as higher temperatures allow insects to reproduce more rapidly. In 2020, the San Bernardino County Agriculture/Weights & Measures inspected 406 samples of incoming plant materials from other states and countries, of which, 44 samples contained pests or diseases and 69 samples were rejected.

These pests and diseases, such as the scales, mealybugs, whitefly, Asian Citrus Psyllid, and European Pine Shoot Moth, can slow the growth of plants and animals, damage them so that their products are less appealing and harder to sell, or even kill them. Though there are treatment options for many agricultural pests and diseases, some have no cure. Many pests and organisms that carry diseases are most active during warmer months, so the threat of infection or infestation is higher during that time of year. Projection trends show temperatures getting warmer earlier in the year and remaining warmer until later in the year due to increases in air temperature, which creates a wider activity window for pests and diseases. However, agriculture production within the City of Ontario is projected to transition to residential, mixed-use, and commercial land uses by 2050.

### AIR QUALITY

The dominant sources of air pollution in the City of Ontario are ozone pollution from vehicle exhaust and agricultural soils, fine particulate matter and diesel particulate matter from vehicles and stationary sources, and smoke from wildfires in the region. According to the California Office of Health Hazard Assessment, in 2016, ozone levels in Ontario were higher than 83 percent of census tracts in California and fine particulate matter concentrations were higher than 97 percent of census tracts in California. Higher future temperatures will likely increase the production of ground-level ozone, especially in

Southern California valley cities like Ontario, which are already experiencing high levels of this pollutant. Ground-level ozone is associated with a variety of negative health outcomes, including reduced lung function, pneumonia, asthma, cardiovascular diseases, and premature death. Smoke from wildfires in the region can also increase air pollution levels and create a significant health risk in the region.

## DROUGHT

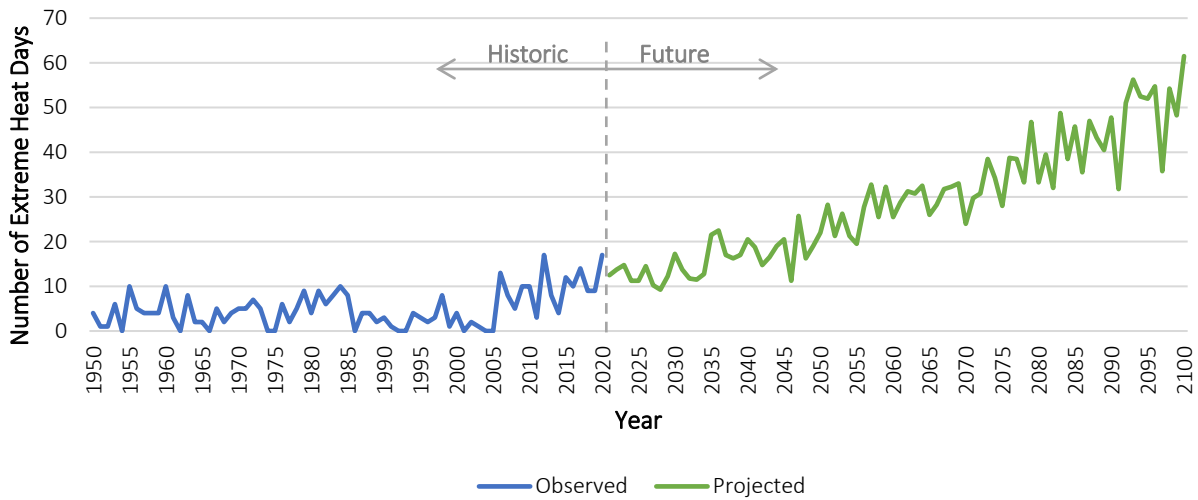
A drought occurs when conditions are drier than normal for an extended period, making less water available for people and ecosystems. Droughts are a regular occurrence in California; however, according to the *California Fourth Climate Change Assessment*, it is expected that climate change will lead to more frequent and more intense droughts statewide. According to the U.S. Drought Monitor, San Bernardino County and Ontario are in severe drought conditions and much of California is in Extreme or Exceptional Drought conditions. Based on the *Infrastructure Report for Hydrology, Sewer, Water, and Water Quality* prepared for TOP 2050, the City of Ontario receives water from three primary sources: (1) local groundwater sources; (2) imported water, primarily from the State Water Project, treated and distributed by the Water Facilities Authority, Chino Basin Desalter Authority, and the San Antonio Water Company; and (3) recycled water from the Inland Empire Utility Agency. Of these sources, most of the community's water supply is from the Chino Groundwater Basin (52 percent) and the State Water Project via the Rialto feeder and Agua de Lejos Treatment Plant in Upland (28 percent).

Snowpack levels in the Sierra Nevada, which feed the State Water Project, dropped by 25 percent during the 2011 to 2016 drought, and average springtime snowpack is expected to drop 64 percent by 2100. In 2021, the snowpack in the Northern Sierra was 70 percent of the average, but the rain was less than 50 percent of the annual average, making it the third-driest year on record. During drought conditions, water stored in the State Water Project's primary reservoirs could decrease due to lack of rainfall and reduction in snowpack due to higher temperatures. This can cause water shortages for water agencies relying on the State Water Project and heavier reliance on groundwater supplies to meet the needs of Ontario residents and businesses. The City of Ontario and Cucamonga Valley Water District directly provide water to residents and businesses, and both agencies have Water Shortage Contingency Plans as part of their 2020 Urban Water Management Plans. The Water Shortage Contingency Plans provide specific demand reduction actions to conserve water and ensure reliable supplies, including water restrictions for non-essential uses, increased use of recycled water, and penalties for violating water shortage provisions.

## EXTREME HEAT AND WARM NIGHTS

Extreme heat occurs when temperatures rise significantly above normal levels. In Ontario, an extreme heat day occurs when temperatures reach above 103.2 °F. As shown in **Figure 4**, the number of extreme heat days in Ontario is projected to increase from a historic annual average (1961 to 1990) of 4 days per year to an average of 25 extreme heat days per year by mid-century and an average of 41 extreme heat days per year by end of century.

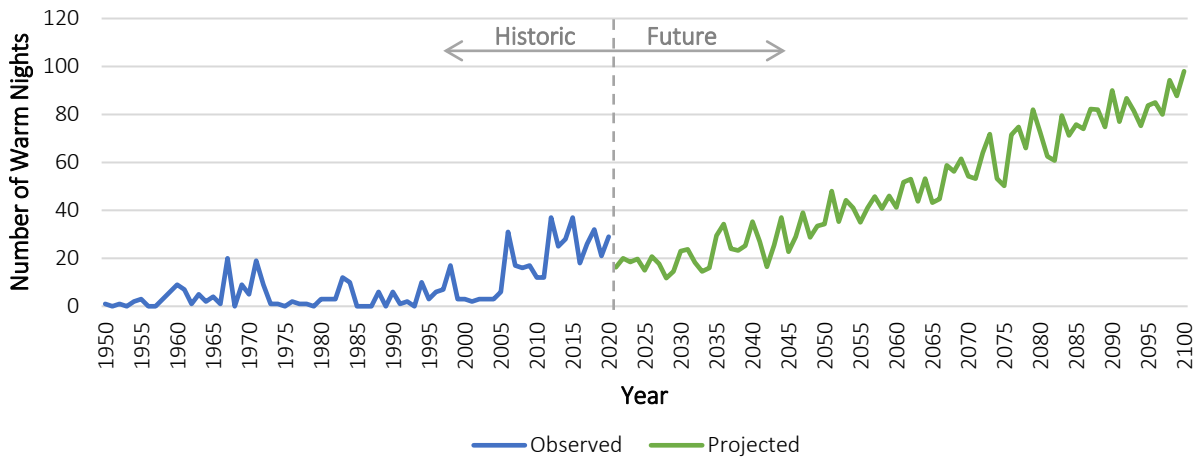
Figure 4. Projected Extreme Heat Days in Ontario



Sources: Cal-Adapt, 2021; National Weather Service, 2021

Extreme heat can also occur in the form of warmer nights, as temperatures do not cool down overnight and provide relief from the heat. In Ontario, a warm night occurs when the temperature remains above 68.6 °F. As shown in **Figure 5**<sup>ii</sup>, the number of warm nights in Ontario is projected to increase from a historic annual average (1961 to 1990) of 5 days per year to an average of 41 warm nights per year by mid-century and an average of 74 warm nights per year by the end of the century.

Figure 5. Project Warm Nights in Ontario



Sources: Cal-Adapt, 2021; National Weather Service, 2021

<sup>ii</sup> The visual change from 2020 and 2021 is due to using a combination of sources to fill in gaps from 2005 to 2020. The data from 1950 to 2005 and 2020 to 2100 is derived from Cal-Adapt. The data from 2006 to 2020 is from the National Weather Service. Therefore, the observed extreme heat days/warm nights differ slightly from the projections. This is showing that the observations exceed what the average projections are showing.

Extreme heat can cause heat-related illnesses, such as heat cramps, heat exhaustion, and heat stroke, in addition to exacerbating respiratory and cardiovascular conditions. Some homes in Ontario may lack air conditioning, and as a result, people living in these homes may be more susceptible to harm from extreme heat events. If homes have air conditioning, residents may find increased use cost prohibitive, especially for older or less-efficient systems, typically found in buildings built prior to 1990. Some types of infrastructure, including power lines and roadways, face greater stresses during high temperatures that make failure more likely.

## FLOODING

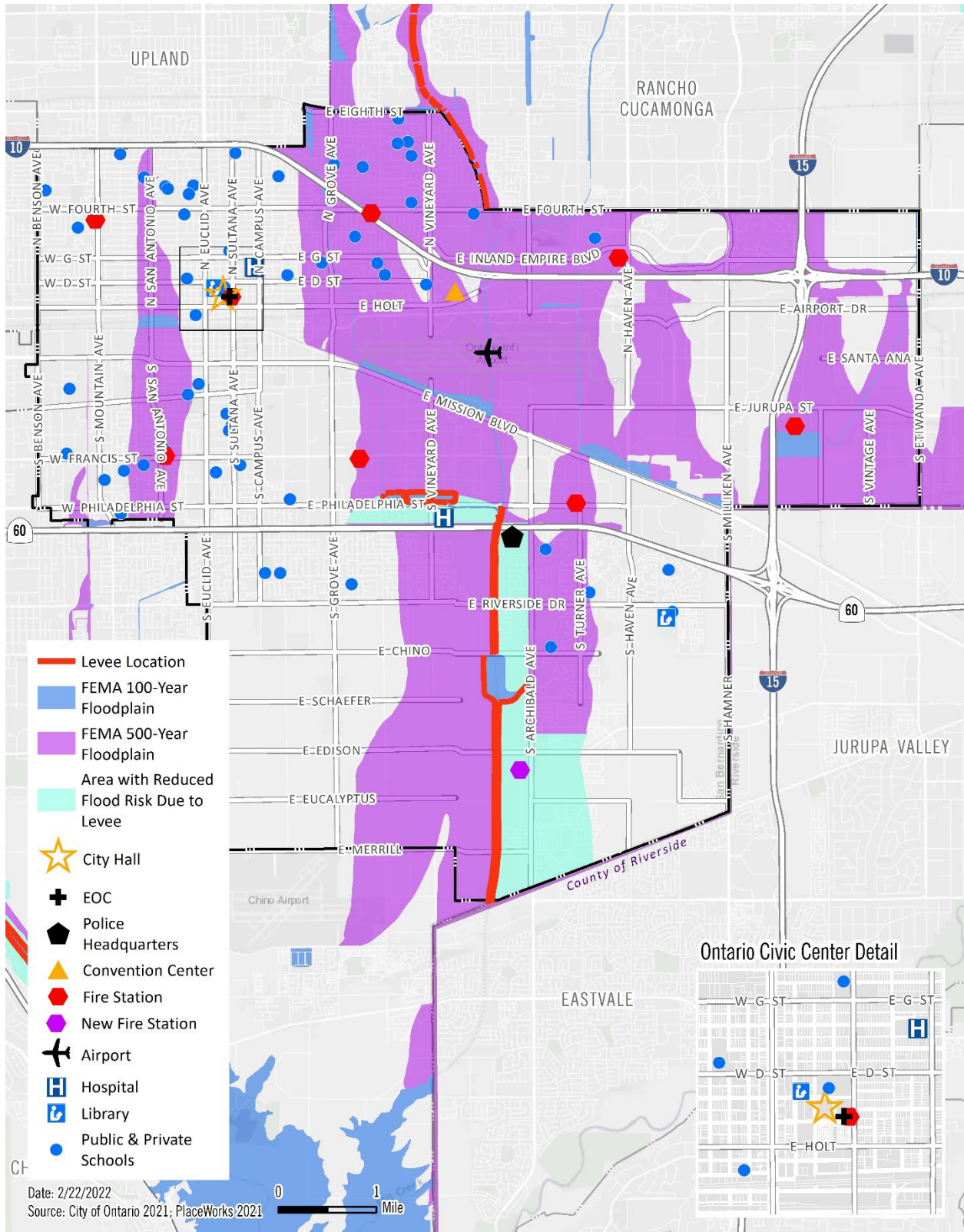
Flooding can cause significant harm to buildings, people, and infrastructure. Floodwater can be deep enough to drown people and may move fast enough to carry people or heavy objects (such as cars) away. Flooding can be caused by heavy rainfall, extended periods of moderate rainfall, or clogged drains during periods of rainfall. In rare instances, a break in a dam, water pipe, or water tank can also cause flooding. Flash floods are floods that develop very quickly, and they can be especially dangerous because they give little or no warning. Persons experiencing homelessness and others who may be outdoors in the path of a flood can face particularly high risks from these events.

**Figure 6** shows the current 100-year and 500-year flood hazard areas within Ontario. FEMA defines a 100-year floodplain as areas with a one in 100-year chance, or 1 percent, annual chance of flooding in any given year and a 500-year floodplain as an area with a one in 500-year, or 0.2 percent, annual chance of flooding in any given year. According to the *City of Ontario 2018 Hazard Mitigation Plan*, approximately 580 acres, or 1.8 percent, of land within the city is within the FEMA-designated 100-year flood zone, and 26,526 acres, or 83 percent, of land is within the FEMA-designated 500-year flood zone, with 2,260 acres, or 7 percent, of land within the FEMA 500-year floodplain protected by a levee.

According to the *City of Ontario 2018 Hazard Mitigation Plan*, historic flooding has occurred periodically within Ontario, primarily consisting of urban street flooding due to the storm drain system exceeding capacity. According to the *California Fourth Climate Change Assessment, Los Angeles Regional Report*, storm drainage systems throughout the city collect stormwater runoff and convey water to prevent flooding, although these systems are typically designed based on winter storms recorded in the past and may not be designed to accommodate more extreme storms.

According to the *California Fourth Climate Change Assessment*, climate change will likely increase the frequency and intensity of floods within Ontario, although total annual precipitation levels are only expected to increase slightly. Up to half of California's precipitation comes from a relatively small number of intense winter storms, which are expected to become more intense with climate change. For example, what is currently a 100-year flood, or a flood that has a 1-percent chance of occurring annually, may occur every 20 or 50 years.

Figure 6. FEMA Flood Hazard Zones





## HUMAN HEALTH HAZARDS

There are several diseases, such as hantavirus pulmonary syndrome, Lyme disease, West Nile virus, and influenza, which are linked to climate change and can be debilitating or fatal for some of the population. Pests, such as mice, rats, ticks, and mosquitos carry these diseases. Climate change can increase the rates of infections because many of the animals that carry diseases are more active during warmer weather and may expand in population size due to higher levels of rainfall during storm events and stagnant water after flooding, increasing the time for disease transmittal.

Some diseases and illnesses have the potential to become epidemics or pandemics if they spread within communities, regions, or over multiple countries. Epidemics and pandemics, such as the COVID-19 pandemic, can worsen existing health conditions as well as cause economic disruptions within the city and region. Additionally, following natural disasters, such as flooding or severe weather events, mental health and stress-related disorders can make people even more vulnerable. The City evaluated health hazards from air pollutants as part of the air quality hazard discussion.

## SEVERE WEATHER

Severe weather can include high winds, hail, and lightning, which are usually caused by intense storm systems, although types of high winds and sandstorms can occur without a storm. Severe winds, such as the Santa Ana winds, tend to be most frequent during October to April and can have average speeds of 40 miles per hour. These winds can destroy buildings, knock over trees, damage power lines and electrical equipment, and fan small sparks into large wildfires in the region. Severe weather can also include heavy rainfall, which can cause flash floods and ponding in areas not protected by a levee in the city. While less common in the city, hail and lightning can damage the buildings and infrastructure supporting economic sectors and key services within the city. As described in the *Los Angeles Summary Report* from the *California Fourth Climate Change Assessment*, the connection between climate change and severe weather is not as well established as other hazards, but new evidence suggests that these forms of severe weather may occur more often than in the past.

## WILDFIRE AND SMOKE

Wildfires are a regular feature of the landscape in much of California. They can be sparked by lightning, malfunctioning equipment, vehicle crashes, or many other causes. Warmer temperatures, an increase in drought conditions, and extreme wind events, are likely to create more fuel for fires in natural and rural areas, leading to a greater chance that a spark will grow into a potentially dangerous blaze. Climate change is also expected to extend the fire season throughout much (or even all) of the year.

According to the California Department of Forestry and Fire Protection, there are no fire hazard severity zones within or surrounding the City of Ontario and the city is not located within the Wildland-Urban Interface. The nearest Very High Fire Hazard Severity Zones are located in Upland and Rancho Cucamonga to the north, Fontana and Jurupa Valley to the east, and Norco and Chino Hills the south. According to the *City of Ontario 2018 Hazard Mitigation Plan*, there have been two major wildfires in the City of Ontario, including the 1958 Pole Line Fire in northeast Ontario, and the 2007 Walker Fire in southern Ontario.

While there are no fire hazard severity zones within the city limits, the smoke from wildfires increases air pollution levels, creating a significant health risk in the region. Most of the populations within Ontario have a high or medium vulnerability to wildfire and smoke conditions. In addition, planned Public Safety Power Shutoffs, which occur during red flag days when wind speeds are high and humidity is low, to prevent wildfires in the region have already impacted persons who depend on electricity for air conditioning or their medically necessary equipment. Public Safety Power Shutoffs can last for hours or days depending on the severity of the wind event and the wildfire conditions.

## **Natural Hazards Not Evaluated in the Vulnerability Assessment**

Seismic and geologic hazards are caused by the movement of different parts of the Earth's crust, or surface. Seismic hazards include earthquakes and hazardous events caused by them. Geologic hazards are other hazards involving land movements that are not linked to seismic activity and are capable of inflicting harm to people or property. While climate change is unlikely to increase earthquake frequency or strength, the threats from seismic and geologic hazards are expected to continue in the future. The Safety Element of TOP 2050 contains mapping related to seismic and geologic hazards. However, these hazards were not included in the Vulnerability Assessment evaluation.

### **SEISMIC HAZARDS**

Seismic activity occurs along boundaries in the Earth's crust, called faults. Pressure along the faults builds over time and is ultimately released, resulting in ground shaking that we refer to as an earthquake. Earthquakes can also trigger other hazards in Ontario, including surface rupture (cracks in the ground surface) and liquefaction (causing loose soil to lose its integrity). Earthquakes and other seismic hazards often damage or destroy property and public infrastructure, including roadways and utility lines. Additionally, falling objects or structures due to earthquakes pose a risk of injury or death. In Southern California, earthquakes have the greatest potential for loss of life and/or property and economic damage compared to other hazards, especially when they trigger secondary effects that overwhelm the ability of local jurisdictions to respond. Earthquakes can also cause human-caused hazards, such as urban fires, dam failures, and toxic chemical releases.

Earthquake risk is very high in Ontario due to the presence of several active faults in the region. Major fault zones in the region include the San Andreas Fault approximately 14 miles northeast of the city, the San Jacinto Fault approximately 7 miles northeast of the city, the Elsinore Fault approximately 3 miles southeast of the city, and the Sierra Madre Fault approximately 5 miles north of the city. These faults are all capable of producing earthquakes of magnitude 6.7 or greater. A major earthquake along any of these four faults could result in substantial casualties and damage resulting from collapsed buildings, damaged roads and bridges, fires, flooding, and other threats to life and property.

In the event of an earthquake, the location of the epicenter, as well as the time of day and season of the year, would have a profound effect on the number of deaths, injuries, and property damage. There are a number of small-scale earthquakes that happen weekly, but larger scale or catastrophic shaking is less likely. Property and human life in Ontario are at risk from a significant earthquake causing catastrophic damage and strains on response and recovery resources. Most of the loss of life and injuries from earthquakes are from damage and collapse of buildings and structures. The California Building Standards Code, adopted by reference into Ontario Municipal Code Title 8, *Building Regulations*, provides more

stringent requirements for new construction intended to protect life safety and prevent collapse of structures. However, in Ontario, structures built prior to the enactment of these improved building codes may not have been upgraded to current standards and could be vulnerable to earthquakes. Comprehensive hazard mitigation programs that include the identification and mapping of hazards, prudent planning and enforcement of building codes, and expedient retrofitting and rehabilitation of weak structures can significantly reduce the scope of an earthquake disaster.

Liquefaction is a potentially destructive secondary effect of strong seismic shaking. Liquefaction occurs when the force of an earthquake causes loosely packed sediment and saturated layers to lose strength and integrity and behave like a fluid. In addition to the composition of the soil—sand and gravel are more porous and hold more water—the liquefaction risk also depends on the height of the groundwater table. Areas with a shallow groundwater table, such as areas near water bodies, are at more risk of liquefaction. During an earthquake, highly saturated soil can lose much or all its stability, which can damage any structure built on it. In some cases of liquefaction, structures built on the soil may collapse completely. Liquefied soils may also damage or destroy underground utility lines. This can cause flooding if water lines are broken or create a risk of fire if there is damage to natural gas lines.

Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping. Site-specific geotechnical studies are the only practical and reliable way of determining the specific liquefaction potential of a site; however, a determination of general risk potential can be provided based on soil type and depth of groundwater. Ontario has delineated areas of known and potential liquefaction hazards in the New Model Colony in the Policy Plan of TOP 2050. Areas that contain loosely packed sandy or silty materials saturated with water, includes areas with a high groundwater table, are also vulnerable to liquefaction.

In most cases, proper design and construction of subgrade soils and building foundations provide a mechanism to mitigate the risk of seismic hazards to an acceptable level in conformance with the California Building Code. The representation of areas having a liquefaction potential is only intended as notification to seek further site-specific information and analysis of this potential hazard as part of future site development. It should not be solely relied upon, without site-specific information and analysis, for design or decision-making purposes.

## **GEOLOGIC HAZARDS**

Subsidence is the major geologic hazard in Ontario. Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including underground mining, groundwater extraction, sinkholes, or drainage and decomposition of organic soils. Most of the early documented cases of subsidence affected only agricultural land or open space. As urban areas have expanded, so too have the impacts of subsidence on structures for human occupancy. Although there is no data currently available documenting the precise areas where subsidence could occur, it is most likely to occur near active groundwater wells as a result of seismic shaking or changes in subsurface conditions.

## POPULATIONS AND ASSETS

Populations and assets are the people, infrastructure, services, and economic drivers in the City of Ontario that can be affected by climate change. The Vulnerability Assessment looks at how each population and community asset may be affected by each of the climate change hazards discussed previously. The *California Adaptation Planning Guide* provides a general list of populations and assets, which the City of Ontario refined and used to develop five distinct asset categories: (1) populations, (2) buildings, (3) infrastructure, (4) economic drivers, and (5) key services. In total, Ontario identified 59 distinct populations and assets, as shown in **Table 3**. Appendix A provides additional details on the populations and assets selected for the Vulnerability Assessment. **Figure 1** shows the location of key community and critical facilities for the Vulnerability Assessment.

**Table 3. Populations and Assets Included in the Vulnerability Assessment**

CATEGORY	POPULATION OR ASSET
Populations	Children (under 10)
	Cost-burdened households
	Households in poverty
	Immigrants and refugees
	Linguistically isolated populations
	Low-income households
	Outdoor workers
	Overcrowded households
	Persons experiencing homelessness
	Person living in mobile homes
	Persons with chronic illnesses
	Persons with disabilities
	Persons without access to lifelines
	Renters
	Seniors (65+)
	Seniors living alone
Undocumented persons	
Infrastructure	Airports
	Bike routes
	Bridges
	Communication facilities
	Electrical substations and transmission lines
	Electric vehicle charging stations
	Evacuation routes
	Flood control infrastructure
	Hazardous materials sites
	Major roads and highways
	Natural gas pipelines
	Parks and open space
	Power plants

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**VULNERABILITY ASSESSMENT REPORT-FINAL**  
**APRIL 2022**

CATEGORY	POPULATION OR ASSET
	Railways
	Solid waste facilities and landfills
	Transit stops
	Water and wastewater infrastructure
<b>Buildings</b>	Community centers
	Commercial business, shopping, and entertainment centers
	Homeless shelters
	Government buildings
	Homes and residential structures
	Libraries
	Medical and care facilities
	Public safety buildings
Schools	
<b>Economic Drivers</b>	Agriculture
	Education services
	Major employers
	Ontario International Airport
	Outdoor recreation
	Retail centers
	Warehouses and logistics centers
<b>Key Services</b>	Communication services
	Emergency medical response
	Energy delivery
	Freight and shipping
	Government administration & community services
	Public safety response
	Public transit access
	Solid waste removal
Water and wastewater treatment, delivery, and collection	

## VULNERABILITY ASSESSMENT RESULTS

The Vulnerability Assessment evaluates the impact and adaptive capacity of each population and asset for each relevant hazard to assess vulnerability. As discussed in Section 2, Vulnerability Assessment Method, the City assigned vulnerability scores of low, medium, or high to reflect how susceptible the population or asset is to harm posed by the hazard. Out of the 472 possible hazard and asset pairing, the City assessed 302 different pairings for vulnerability. This section provides a summary of the key vulnerabilities within the city. For a complete list of vulnerability scores for all populations and assets, refer to Appendix B.

### Population and Asset Considerations

While selecting and assessing various populations and assets to include in the Vulnerability Assessment, the City considered the differences in the population sample pool between datasets and how some populations and asset categories may appear to refer to the same thing.

Statistics, especially statistics related to population, use the concept of a “sample pool”. In the context of this Vulnerability Assessment, the sample pool draws from the overall group of people that are being measured or studied. For example, in a political poll among registered voters, the sample pool only includes registered voters, since unregistered voters do not fall into this category.

This concept is important because some of the demographics used in the Vulnerability Assessment have different sample pools. Most of the demographic data come from the U.S. Census Bureau’s American Community Survey (ACS), and most of these data have a sample pool of either all residents or all households in the city. However, a few are different, such as:

- Data on linguistically isolated populations only count people who are at least 14 years old instead of the total population, since young children generally are not proficient in any language.
- Statistics that only count the noninstitutionalized population (e.g., people not in prisons or long-term care homes).

This does not affect the outcome of the Vulnerability Assessment, but it creates slight differences in the number of people counted as part of each population.

Of the 59 populations and assets in the Vulnerability Assessment, a few may appear redundant. For example, the Vulnerability Assessment looked at both public safety buildings (as a Buildings asset) and at public safety response (as a Key Service asset). In the same way, the Vulnerability Assessment looks at frontline or underserved populations separately from the homes they live in or the industries where they work.

To be as comprehensive as possible, the Vulnerability Assessment looks at physical structures separately from the services or benefits they provide. This is because the effects of climate change on one type of population or asset can be different from the effects on related populations and assets. For example, if a flood damaged or blocked a major highway, such as I-10, it would have a significant impact on public safety services in and around the city. However, the loss of I-10 would not cause physical damage to public safety facilities, such as police or fire stations. Similarly, a drought can have a major effect on water and wastewater services by reducing the amount of water available for water supply and wastewater conveyance, but droughts have little or no physical effect on water and wastewater infrastructure, such as pipelines or pumps.

## Populations

Of the 17 populations evaluated in the vulnerability assessment, 13 are highly vulnerable to at least one hazard type. Populations in Ontario are most vulnerable to extreme heat and flooding. The most vulnerable populations include households in poverty and undocumented persons. The list below summarizes the high vulnerabilities, grouping together populations where similar impacts or adaptive capacity occur.

**Households with financial instability**, which are households that may have limited incomes or be cost-burdened (paying at least a third of their gross income on housing costs), are highly vulnerable to all hazards, except agriculture pests and diseases, that will impact Ontario. These persons, especially households in poverty, are more likely to live in older homes with less insulation, less structural stability, or lack of air conditioning, increasing exposure to unsafe living conditions due to mold and mildew damage from flooding, high indoor air temperatures from extreme heat and warm nights, and poor indoor air quality from air pollution and severe weather. Households with financial instability may lack the financial means and health insurance to recover from property damage or illnesses caused by climate change hazards.

**Persons that spend an extended amount of time outdoors**, including children and outdoor workers, are highly vulnerable to air quality, extreme heat, flooding, human health hazards, severe weather, and smoke from wildfires. Children tend to spend more time outdoors than many adults and may not be aware of the onset of heat-related illnesses, such as heat exhaustion or heat stroke. Reduced air quality from smoke, ozone, or particulate matter can also decrease the ability of young children to adapt to warmer temperatures over time. Outdoor workers are directly exposed to extreme heat, human health hazards, and the poor air quality due to the outdoor nature of their occupations. Outdoor work often involves physically intense work, which can increase the risk of medical complications. Outdoor work can be halted during hazardous conditions, such as severe weather, poor air quality, or flooding, creating economic hardships for outdoor workers. This may also limit the ability of outdoor workers to seek medical attention for heat or air quality-related illnesses.

**Persons with existing health conditions or limited mobility**, such as seniors, seniors living alone, persons with chronic illnesses, persons with disabilities, and persons without access to lifelines, are highly vulnerable to air quality, extreme heat, human health hazards, severe weather, and wildfire smoke. Extreme heat, pathogens from human health hazards, and smoke from wildfires can cause cardiovascular and respiratory illnesses, which may be difficult for many people, especially those with compromised immune systems or chronic illnesses, to recover from. According to the Southern California Association of Governments, Ontario's obesity rate was nearly 40 percent and asthma rate was nearly 13 percent in 2018. Seniors, especially, are usually more susceptible to heat-related illnesses, pathogens, and smoke conditions because they are more likely to have medical conditions that can worsen with extreme heat and poor air quality, and often take medicine that makes it harder for them to stay cool. These individuals may also have difficulty evacuating during emergencies caused by flooding or severe weather. Power outages can also isolate these persons and potentially cause life-support systems to fail if battery backups are not available.

**Persons with language barriers and citizenship uncertainty** are highly vulnerable to multiple hazards. Most of these populations may be hesitant to seek help or may not qualify for financial assistance programs that can help them prepare and recover from a disaster. People with citizenship or immigration concerns, such as undocumented immigrants, are highly vulnerable to nearly all climate change hazards, because this population may not live in structures that adequately shelter from these hazards and they may be required to work in extreme heat or poor air quality conditions. According to the Asian Pacific Environmental Network's *Mapping Resilience Report*, these populations may not feel welcome or safe to participate in government-provided support services or assistance programs. If employers halt work because of hazardous conditions, undocumented persons may face financial hardship. These individuals may also live in low-lying areas or in structures that are less resilient to damage, and therefore are highly vulnerable to severe weather and flooding.

**Persons experiencing homelessness** lack permanent and often temporary shelters, which can leave them directly exposed to high temperatures, poor air quality, flooding, severe weather, and smoke from wildfires. These persons may not have access to cool locations, water, sunscreen, or protective equipment to increase resiliency to poor air quality, extreme heat, and human health hazards. Persons experiencing homelessness are also severely vulnerable to severe weather and may have a challenging time recovering if high winds and intense rain events damage or destroy temporary shelters and personal property.

**Persons living in mobile homes** are located throughout the city and are highly vulnerable to extreme heat, flooding, and severe weather because mobile homes are generally not as resilient as permanent structured homes, making them more susceptible to damage from intense rain events and high winds. Mobile homes may have less insulation than permanent structures, causing indoor air temperatures to rise during extreme heat events. Mobile homes can typically be retrofitted to protect against damage from flooding and severe storms; however, persons living in mobile homes may have lower or fixed incomes that can make it more difficult to make appropriate retrofits or repairs and mobile homes may be ineligible for recovery funding due to the home type.

**Overcrowded households** are highly vulnerable to human health hazards because persons in these households may be living in conditions that increase their chances of catching vector-borne illnesses. Persons living in overcrowded households may be unable to quarantine if a contagious illness is contracted. These persons may lack financial means to acquire different housing and may not be able to install air filtration devices.

## **Built Systems and Services**

The built system includes vulnerabilities to infrastructure, buildings, and services that the City of Ontario and other organizations provide. The built systems are most vulnerable to flooding and severe weather. Of the 36 infrastructure, building, and service assets included in the assessment, 18 are highly or severely vulnerable (scored V4 or V5) for at least one hazard.

**Public Transit Services and Infrastructure** is highly vulnerable to poor air quality, extreme heat, flooding, severe weather, and wildfire, because these hazards create unhealthy conditions for those riding public transit and may disrupt public transit routes. Many of the Omnitrans bus routes and Metrolink railway are also within a flood hazard zone. Flooding and severe weather can prevent buses or other vehicles from



traveling on certain roadways in the city, causing delays or preventing people from using public transit. According to a recent survey conducted through Resilient IE, poor air quality, extreme heat, and smoke conditions can cause fewer people to use public transit, since it may be more difficult to wait outside for buses or trains. While there are some alternative roadways buses can use and shade structures can be installed to ensure people can access public transit, delays or negative health outcomes may be unavoidable.

**Energy infrastructure and delivery services** are highly or severely vulnerable to extreme heat, flooding, severe weather, and wildfire. Energy delivery services are dependent on regional and local overhead power lines and underground natural gas pipelines owned and operated by Southern California Edison (SCE) and Southern California Gas Company (SoCal Gas), which are susceptible to extreme heat, flooding, high winds, and wildfire.

Extreme heat can cause power outages due to mechanical failure of electrical equipment, heat damage to the above-ground infrastructure, and a high demand for electricity due to air conditioning units. Increased electricity usage for air conditioning during heat waves can overtax electrical transmission lines and transformers, which may disfunction or fail, causing power outages. Solar and wind energy production could also decrease due to extreme heat. According to the U.S. Department of Energy, solar photovoltaic panels experience a decrease in efficiency due to excessive heat of converting solar energy to electric energy due to an increase in current but a larger decrease in voltage. SCE and its partners incentivize reducing energy demand during peak-energy usage times of the day, which may help reduce the amount of energy demand on extreme heat days. Severe weather can also have wind speeds that cause transmission lines to sway in close proximity of each other, potentially leading to arcing. This can generate sparks, excessive heat, and damage the lines. High winds from severe weather can also cause SCE to conduct a Public Safety Power Shutoff and turn off electricity to prevent sparks, which disrupts energy delivery to the city. SCE and SoCal Gas can retrofit power lines and other equipment to insulate them against extreme heat events and severe weather, as well as underground utilities to protect them from severe winds and wildfires.

**Evacuation route and transportation infrastructure** are highly or moderately vulnerable to extreme heat, flooding, and severe weather. Extreme heat and prolonged periods of high temperatures can crack, heave, or deform roadway and railway materials, damaging major roads, transit corridors, and evacuation routes or making them difficult to drive on. Evacuation routes, such as I-10 and SR-60, have sections that are within the 100-year or 500-year floodplain. Floodwaters can cause these major routes, including bridges and underpasses, to become impassable and prevent people from evacuating during an emergency. The Ontario International Airport and Union Pacific railways are also in the 100-year or 500-year floodplain. Flooding can inundate runways, damage terminal buildings, and damage railway tracks, disrupting the regional transportation network. Roadways and railways can be retrofitted with materials with higher temperature thresholds, evacuation-designated roadways can be raised to prevent flooding, and the airport can be hardened to prevent damage to facilities. While Caltrans may have the funds for increased maintenance of roadways, it may be expensive for Ontario to increase maintenance and repairs on repetitive loss roadways.

**Public safety services and buildings** are highly vulnerable to flooding, which can cause the facilities supporting the services to be inundated and damaged. Three police stations and six fire stations are within the 100-year or 500-year floodplain. Floodwaters can damage these buildings or cause mold and mildew to grow, causing the space to become unusable and unhealthy indoor air quality. Chronic flooding may make these buildings difficult to maintain. Public safety response services rely heavily on major roads and highways, which can be blocked by floodwaters and prevent personnel from traveling through the city to respond to public safety needs. Alternative routes may be available, but not always the most efficient way to travel to important destinations.

**Flood-control infrastructure** is highly vulnerable to flooding and severe weather, which have the potential to overwhelm these systems and cause them to fail. During periods of heavy rainfall, flood-control channels and basins have a higher risk of overflowing their banks, causing flooding in residential, commercial, and industrial areas of Ontario. The flood-control systems and storm drains are maintained by the U.S. Army Corps of Engineers, California Department of Water Resources, the San Bernardino County Flood Control District, and Ontario Public Works Department; therefore, coordination would have to occur across agencies to maintain adequate flood-control structures.

**Homes and residential structures** are highly vulnerable to flooding and severe weather. Homes throughout the city are within the 100-year or 500-year floodplains and can be destroyed by large floods or flash floods. If flooding does not destroy a home, it can leave mold and mildew, making the structure uninhabitable without remediation, repair, and replacement. Homes, especially older homes, can also be damaged by high winds and other severe weather. The Community Action Partnership of San Bernardino County and La Cooperativa Campesina de California can help low-income residents and homeowners retrofit their homes and protect them from flooding and severe weather. However, some retrofits may not be economically feasible for all residents that do not qualify for this program.

**Freight and shipping** services are dependent on roadways and railways, and therefore are highly vulnerable to flooding and severe weather. Freight and shipping services can be disrupted if highways and major roadways become impassable during severe weather or flooding events. Delays in services may last days or weeks depending on the severity. Smaller freight and shipping services can use alternative roadways outside of flood zones to meet deliveries. However, large freight trucks and train cars may not be able to use alternative routes if they require designated truck routes.

**Water and wastewater treatment, delivery, and collection** are highly vulnerable to drought and flooding. Flooding can cause a wastewater treatment plant to be inundated with wet weather flows due to higher levels of stormwater, preventing the system from functioning properly. Failure of the wastewater treatment plant could cause sewer collection systems to back up and potentially overflowing raw sewage into streams and water systems. Water and wastewater systems can be retrofitted to prevent damage from flooding and ensure continuity of service. However, wastewater cannot be easily rerouted if the system is damaged or disrupted.

**Drought conditions** can stress water agencies that provide water to Ontario, as supplies from the State Water Project and groundwater may be significantly reduced due to lack of snowmelt into the system or recharge into the groundwater basins. Water agencies may apply demand-reduction actions, such as water restrictions for non-essential uses, increased use of recycled water, and penalties for violating

water shortage provisions. Water delivery agencies can also provide water rebate or retrofit programs to help businesses and residents in the area reduce overall water consumption.

**Parks and open space** are highly vulnerable to drought. Severe drought conditions would require agencies to curtail watering of parks, causing drought stress and plant damage that can limit aesthetic appeal and recreational potential. The City of Ontario has recycled water that can be used to irrigate parks and sports fields with highly treated wastewater. The installation of drought-tolerant plants and low-water use landscaping can also reduce water use and improve drought resiliency. However, these retrofits may be expensive for the city to complete.

**Homeless shelters** and supportive facilities are highly vulnerable to severe weather, which can be damaged by high winds, hail, and lightning. The services supported by these buildings may be prevented from providing adequate services if the facilities are damaged. Homeless shelters are typically managed by nonprofit or faith-based organizations that may not get financial support from local agencies and may not have the funding for repairs if their facilities are damaged. However, these facilities have the potential to obtain grant funding to be converted into multi-use resilience hubs with resilient energy options and retrofitted structures to minimize disruptions from high winds and flooding events.

**Communication services**, including phone, cable, and internet, are highly vulnerable to severe weather that includes high winds. This can cause power outages that turn off communication infrastructure, preventing businesses and residents from receiving emergency notifications and evacuation notices. Communication facilities can be retrofitted to prevent damage and keep communication capabilities on. However, there may not be many redundancies in the communication system in the city that can be brought online if others fail.

**Emergency medical response** is highly vulnerable to human health hazards, as an increase in vector-borne and other illnesses may cause the demand to outweigh the capacity of emergency medical response services. There may be shortages of health care facilities, equipment, pharmaceuticals, and personnel if health care workers become sick or if supply chains are disrupted. Local and regional medical centers and providers can strengthen medical supply chains and prepare emergency contingency plans for if or when human health hazards increase in frequency and intensity. However, this may take time and require extensive coordination with multiple agencies and companies.

## **Economic Drivers**

Economic drivers are the main contributors to the economy and employment within the City of Ontario. Important economic sectors are most vulnerable to extreme heat and flooding. Of the seven economic assets included in the assessment, five were highly vulnerable to at least one hazard.

**Outdoor recreation** is highly vulnerable to poor air quality, extreme heat, and wildfire smoke. Outdoor recreation can be curtailed due to unhealthy air quality conditions resulting from increased ozone or particulate matter or high temperatures in the region. Intense physical exertion from running or bicycling can be dangerous during poor air quality conditions and extreme heat, and people must stay hydrated to avoid heat and respiratory illnesses. Although parks and open space are not in wildfire-prone areas, visitors and residents could be deterred from traveling to the city if smoke and extreme heat create unfavorable conditions, especially if water stations are not available at outdoor recreation sites.

Alternative locations for outdoor activities may be available in other parts of San Bernardino County, where temperatures are lower or there is better air quality, but these locations would likely not be in Ontario or nearby cities.

**Agriculture**, which consists of livestock and crops for livestock in Ontario, is highly vulnerable to drought and extreme heat. Many livestock species, especially cattle, require large amounts of water. The problem is particularly significant for animals raised on feed, as feed crops themselves require large amounts of water. Insufficient access to water can cause livestock growth to slow or stop and may increase the risk of sickness or animal mortality. Temperatures above 100 degrees can create heat stress, increasing the risk of infection, reducing milk production and fertility, and may lead to death, particularly among animals that are already stressed by illness. Livestock facility operators can purchase feed, reduce herd size, wean animals (as applicable) early, and seek assistance through government relief programs. Extreme heat is also highly harmful to livestock animals. Providing shade structures, misters, and making water available can help reduce heat stress. However, these may not be feasible options for all operations.

**Ontario International Airport** is severely vulnerable to extreme heat and flooding because airplanes may not be able to take off or land during dangerous conditions. During extreme heat events that reach 115°F to 120°F, aircraft may be unable to generate enough lift during take-off because of less dense air. This can ground airplanes and cause delays in air services that can last hours. Flooding can create unsafe conditions for planes to take off or land on the airport runways, preventing the airport from functioning properly. These events can delay air services that could last hours or days, depending on the severity. Visitors and residents that use Ontario International Airport may be able to use alternative airports, but these may not have the same commercial flights or be farther away.

**Major employers, warehouses, and logistics centers** are highly vulnerable to flooding. Several warehouses and logistics centers on the eastern portion of the city, which include many of the major employers in the city, are within the 100-year or 500-year floodplain. Warehouses can be damaged by floodwaters and impassable roadways, or freight rail, can prevent logistics centers from shipping the goods they need to. Other major employers may experience a disruption in business from flooding that blocks roadways and damages facilities, preventing the movement of goods, services, and people. Existing levee and flood channel systems prevent flooding of some facilities and roadways in the city. However, employees may not be able to get through major intersections to travel to warehouses, logistics centers, and major employers in the city until the water recedes.

## IMPLICATIONS FOR TOP 2050

### Emergency Preparedness and Response

The City is prepared to meet emergency situations, such as fire, medical, or hazardous events. The Ontario Office of Emergency Management, Fire Department, and Police Department conduct emergency preparedness and response activities in Ontario. The Office of Emergency Management leads the update and implementation of the City's Hazard Mitigation Plan and Emergency Operations Plan, which provides employee and citizen education in preparedness, or CERT programs, and trains City employees in disaster response, management, and recovery. The Ontario Fire Department provides a variety of public safety services, including fire protection, medical aid, rescue, vector control, sandbag distribution, hazardous materials response, and educational safety programs, such as CPR, first aid classes, and Fire Explorers. Other services include fire code enforcement and regulation, plan reviews, home, and business inspections, and fire code permits. The Ontario Police Department provides evacuation and traffic control during emergencies and disasters.

The Emergency Operations Center (EOC) at Ontario Fire Station No.1, provides a centralized location for emergency management in the event of a major emergency or disaster within the city. The EOC operations are directed by the Office of Emergency Management, emergency management staff (City Department heads), and representatives from organizations who are assigned emergency responsibilities (Red Cross, schools, hospitals, etc.). The EOC is equipped with essential administrative supplies to sustain operations for an extended period. In addition, all necessary forms, i.e., communications message forms, separate journals for each emergency service, shelter registration cards, volunteer registration forms, emergency requisition forms, and damage assessment survey sheets for all possible contingencies, are stocked in the EOC.

The City of Ontario uses AlertOntario, an Everbridge mass notification system, to notify the community and distribute emergency information and instructions before, during, and after a disaster. This system alerts all residents in the area about disasters, major emergencies, and other urgent information via text messages, email, phone, landline, and other means of communication. The Telephone Emergency Notification System is used by the San Bernardino County Sheriff and Fire Departments to quickly communicate information on impending dangers using telephone and text messages.

Other emergency alert systems include the Emergency Alert Systems (EAS) and the Emergency Digital Information System (EDIS). The EAS is a national public warning system commonly used by state and local authorities to deliver important emergency information, such as weather and AMBER alerts, to affected communities. EAS participants include radio and television broadcasters, cable systems, satellite radio, and television providers, and wireline video providers. FEMA, the Federal Communications System, and the National Oceanic and Atmospheric Administration's (NOAA's) National Weather Service work collaboratively to maintain the EAS and [Wireless Emergency Alerts](#), which are the two main components of the national public warning system and enable authorities at all levels of government to send urgent emergency information to the public. EDIS is a wireless emergency and disaster information service operated by the State of California Governor's Office of Emergency Services and is an enhancement to the EAS. These systems are available in multiple languages.

## MUTUAL-AID AGREEMENTS

The City of Ontario participates in the California Master Mutual-Aid Agreement. The Standardized Emergency Management System have adopted the California Master Mutual-Aid Agreement, and is designed to ensure that adequate resources, facilities, and other support are provided to jurisdictions whenever their own resources are insufficient to cope with the needs of a given emergency. The State Office of Emergency Services Southern Region (Mutual Aid Region I) serves the mutual-aid region that encompasses San Bernardino County. Automatic aid pacts with the San Bernardino County Office of Emergency Services and local fire departments or offices of emergency services in nearby cities provide additional emergency management and response services in Ontario.

## EVACUATION NEEDS

With advanced warning, evacuation can be effective in reducing injury and loss of life during a catastrophic event. Primary emergency access and evacuation routes in Ontario, as shown on Exhibit S-11 of the TOP 2050 Safety Element, include I-15, I-10, SR-83, and SR-60; Fourth Street, Holt Boulevard, Mission Boulevard, Riverside Drive, Chino Avenue, and Edison Avenue (east-west roadways); and South Mountain Avenue, Euclid Avenue, Grove Avenue, Archibald Avenue, and Haven Avenue, (north-south roadways). All evacuation routes in Ontario face a potential disruption from a flood or earthquake event, which may block roadways, damage the roadway surface, or collapse overpasses. In the event of widespread disruption to local evacuation routes, remaining evacuation routes may become congested, slowing down evacuation of the community or specific neighborhoods. This issue may be compounded since evacuation routes for Ontario will also likely serve as evacuation routes for surrounding communities, and so potential disruptions may have regional effects. An analysis of the City's roadway network and parcels conducted as part of The Ontario Plan preparation has determined that there are currently several residential parcels within the city with evacuation constraints, as shown on Exhibit S-10 of the TOP 2050 Safety Element. All parcels within an evacuation constraint are in at least one hazard-prone area and most are clustered in cul-de-sac designed neighborhoods that feed into the same roadway. The lack of multiple emergency access points in these neighborhoods limits roadway access for these properties, which may create congestion and difficulties if there is a need to evacuate.

## Equity and Uncertainty

When addressing vulnerability and adaptation through TOP 2050 and the associated implementation plan, the *Adaptation Planning Guide* and *General Plan Guidelines* recommend consideration of equity and uncertainty.

Equity means that all people are justly and fairly included in society, and that everyone can participate, prosper, and achieve their full potential. Equitable climate adaptation planning involves identifying persons who are most vulnerable to climate change hazards, and ensuring that the planning process, distribution of resources, and efforts to address systematic wrongs are all conducted in an equitable manner. This Vulnerability Assessment identifies 17 vulnerable populations and assesses climate change impacts and the ability of these populations to prepare for, respond to, and recover from climate change hazards (see list in Populations and Assets Section).

Uncertainty is the second component to consider when determining how hazardous conditions may affect Ontario. Climate change is driven by the concentration of GHGs in the atmosphere, which is

affected by how our communities use resources and how we regulate those uses through local, state, federal, and international GHG-reduction goals, regulations, plans, and programs. As more action is taken to reduce GHG emissions, the less severe the effects of climate change are expected to be. Climate change models consider the concentrations of atmospheric GHG emissions and the changes in these levels over time to project future extent or intensity of hazardous events.

Even with the extensive modeling, potential impacts are projections of more likely future conditions and are not certain. Similarly, there is also substantial uncertainty about the future state of technology, socioeconomic conditions, and other factors. According to recent studies, the best approach to uncertainty is to prepare and adapt by monitoring how the future evolves and allow for adjustments over time as new climate data and studies are completed. The State and the City have ample evidence to support science-based policy and decision-making.

## Adaptation and Resilience Opportunities

Ontario currently experiences a wide range of climate change hazards that are projected to increase in frequency and intensity in the future. While GHG reduction measures will help reduce the amount of carbon dioxide in the atmosphere, adaptation strategies will be needed to increase the resilience of residents and businesses in Ontario. The general plan is required to integrate adaptation measures into the update process that will help the community prepare for, respond to, and recover from climate change hazards.

- **Safety.** Due to the recent update of the California Government Code Section 653029(g) with the approval of SB 379, Safety Elements are required to address climate adaptation and resilience strategies. The Safety Element's goals, policies, and implementation actions can provide resilience strategies that support both reduced impacts and improved adaptive capacity of the community to climate change-related hazards, along with policies on required hazards, such as flooding, fire, and geologic hazards. Policies within this element can ensure that health, safety, and economic concerns of the community are met, even with an increase in frequency and intensity of climate change hazards. Examples of specific policies or implementation actions could include:
  - Create an extreme heat response plan that includes establishment of community cooling centers, weatherization of City buildings, and cooling strategies for persons engaged in outdoor work and persons experiencing homelessness.
  - Expand participation of programs and services that provide funding resources for economically disadvantaged households and businesses to conduct water conservation and weatherization retrofits.
  - Collaborate with Omnitrans and San Bernardino County Transportation Authority to help in evacuation efforts of seniors, persons with reduced mobility, and people without vehicles during emergency events.
  - Provide alerts about potential, developing, and ongoing emergency situations through extensive early-warning and notification systems that convey information to all residents, in multiple languages and formats to ensure it is widely accessible.

- Focus hazard mitigation planning in in evacuation constrained residential areas identified on Exhibit S-10, *Evacuation Constrained Areas*, of the TOP 2050 Safety Element.
- **Mobility.** The Mobility Element includes policies for roadway systems, public transit, airport environs, and regional transportation. Transportation and public transit infrastructure are included in the Vulnerability Assessment Results discussion above, and therefore resilience strategies for these systems would be appropriate to add to the Mobility Element goals and policies. Potential policies may include coordinating with regional transit providers to identify alternative routes and stops if normal infrastructure is damaged or closed as a result of flooding; raising or hardening roadways to protect them from flooding; ensuring heat-resistant materials are used on roadways; and implementation of other transportation-related resilience features. This element can also have evacuation related policies to improve evacuation access throughout the city, including requiring new development to have at least two ingress and egress routes.
- **Environmental Resources.** The Environmental Resources Element discusses water, wastewater, energy, and other utilities assessed as vulnerable in this Vulnerability Assessment. To address these vulnerabilities, policies can include funding efforts to underground electricity lines citywide, create redundancies in the communication infrastructure, and provide sustainable back-up power supplies. The City can also encourage or incentivize residential and on-site solar energy systems, especially when paired with battery storage to provide a resilient energy supply for homes. To protect infrastructure and services from flooding, policies can include the promotion of water conservation measures, low-impact development, and green stormwater infrastructure that can help convey stormwater. The Environmental Resources Element can also include policies to increase tree canopy cover, which can have the added benefit of reducing the urban heat island effect and filter out air pollutants.
- **Community Design.** The Community Design Element discusses the design of buildings, streets, and neighborhoods in Ontario. The design of streets, specifically for evacuation purposes, is included in the Emergency Response and Preparedness section above. To address neighborhood scale evacuation vulnerabilities, the Community Design Element can include policies for new neighborhoods to be designed to ensure at least two ingress and egress route in all new neighborhoods.
- **Social Resources.** The Social Resources Element includes goals and policies for health, education, community and leisure activities, libraries, and other community facilities. Many of these facilities, or the services they provide, are identified as vulnerable, as described earlier in this report. To address health impacts, the City can add policies to coordinate with San Bernardino County Public Health to ensure emergency and public health services can meet the needs of the population during poor air quality and extreme heat days, as well as human health hazard events.

The Social Resources Element also provides goals and policies for some public facilities, including community centers and libraries, throughout the city. [Resilient IE](#) provides a key resilience strategy for public facilities, the integration of physical and virtual resilience hubs. These can serve as centralized locations for resources about climate change, opportunities to reduce emissions, and techniques to increase resilience, showcases for sustainability, energy efficiency, and low carbon building, and to help residents obtain essential resources and information during and after a disaster. Examples of specific implementation actions could include:



- Identify equitably located existing facilities, outside of flood hazard zones, to serve as resilience hubs and cooling centers that open during emergencies or specific temperature triggers for residents to go to seek refuge from extreme heat days or emergency shelter.
- Coordinate with emergency management services to establish backup power, preferably from renewable energy sources, and water resources at emergency shelters, resilience hubs, and cooling centers in case of power outages.

## Resilience in Other Planning Mechanisms

Resilience policies and programs should not be limited to TOP 2050. Adaptation and resilience rely on a cross-department, multi-disciplinary approach to successful implementation. The City should consider how adaptation and resilience can also be incorporated into other City plans, codes, projects, and implementation programs. Addressing climate change hazard events in TOP 2050 can support other essential safety documents, such as the Ontario Annex of the *San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan*. Development standards such as residential building codes for buildings in flood zones and development of adequate evacuation routes can be integrated into the Ontario Municipal Code. Policies that focus on emergency response to hazards can be included in an evacuation plan or an emergency operations plan. Adaptation measures that also reduce GHG emissions can be integrated into the *Ontario Community Climate Action Plan* and may support the *Ontario Active Transportation Master Plan*. Coordination between the City and its energy providers can incentivize energy-related GHG reduction measures. Policies related to drought and flooding may be integrated into the City of Ontario's and Cucamonga Valley Water District's Urban Water Management Plans and the Ontario Storm Drain Master Plan. Furthermore, programs such as the Ontario Municipal Code and Capital Improvement Program can help implement the resilience policies developed in the General Plan through specific projects, development codes, and budgeting.

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## APPENDIX A: LIST OF POPULATIONS AND ASSETS

### List of Items to Include in the Ontario Plan Vulnerability Assessment

PlaceWorks proposed the following populations and other assets for inclusion in the Vulnerability Assessment. Each list includes a description and source of data needed to support the Vulnerability Assessment.

#### POPULATIONS

PlaceWorks collected population data from the U.S. Census, the California Healthy Places Index, and Homeless Point-in-Time Count. These populations include:

- Children (under 10)<sup>1</sup>
- Cost-burdened households: households paying 30 percent or more of their income towards housing expenses<sup>2</sup>
- Households in poverty: households with an income below the poverty line, which is \$26,500 for a household of four in the United States.<sup>3</sup>
- Immigrants and refugees<sup>4</sup>
- Linguistically isolated populations: especially Spanish, Tagalog, and Chinese<sup>5</sup>
- Low-income households: households with an income of 80 percent or less of the median household income. The low-income threshold is approximately \$52,037 in Ontario.<sup>6</sup> The State of California identifies \$77,500 as the low-income threshold for a household of four people in San Bernardino County.<sup>7</sup>
- Outdoor workers (e.g., construction, farmworkers, outdoor recreation workers, landscapers)<sup>8</sup>
- Overcrowded households: housing units that have 1.0 persons or more per room (excluding bathrooms and kitchens).<sup>9</sup>
- Persons experiencing homelessness: 2020 point-in-time count reported 28 sheltered and 74 unsheltered (102 total) persons experiencing homelessness in the city.<sup>10</sup>
- Persons living in mobile homes
- Persons with chronic illnesses
- Persons with disabilities<sup>11</sup>
- Persons without access to lifelines: Persons without access to a car, transit, or communication systems.<sup>12</sup>
- Renters<sup>13</sup>
- Seniors (65+)<sup>14</sup>
- Seniors living alone<sup>15</sup>
- Undocumented persons

## INFRASTRUCTURE

PlaceWorks collected infrastructure data from a variety of sources. These infrastructure assets include:

- Airports: Ontario International Airport (Data source: Caltrans, Division of Aeronautics)
- Bike routes: City routes, West Cucamonga Creek Trail System (Data source: City of Ontario website: Parks and Street Maintenance)
- Bridges (Data source: Caltrans GIS)
- Communication facilities (e.g., cell phone towers, ham radio antennae, AT&T switching buildings) (Data source: TBC)
- Electrical substations and transmission lines: 11 substations and transmission lines operated by Southern California Edison. (Data source: California Energy Commission)
- Electric vehicle charging stations: 27 public stations (Data source: Alternative Fuels Data Center)
- Evacuation routes (Data source: Resilient IE, 2020)
- Flood-control infrastructure: levees along Cucamonga Creek and the City's stormwater management system (Data source: DWR Levee Protection Zones)
- Hazardous materials sites (Data source: EnviroStor)
- Major roads and highways: I-10, I-15, SR-60 (Data source: Caltrans)
- Natural gas pipelines: Southern California Gas Company (Data source: Cal OES)
- Parks and open space: 30 City parks, including Creekside Park and Golf Course, De Anza Park, Guasti Regional Park, Homer Briggs Park, John Galvin Park, Munoz Park, Ontario Soccer Complex, Westwind Park, and Whispering Lakes Golf Course (Data source: Parks Department website)
- Power plants: 8 natural gas facilities, 11 solar energy facilities, 1 landfill gas facility, 3 battery energy storage facilities, and small-scale energy generation facilities (Data source: California Energy Commission)
- Railways: Alhambra and Los Angeles railway subdivisions, Metrolink, Amtrak, Union Pacific (Data source: California Active Rail Lines, Amtrak)
- Solid waste facilities and landfills: 8 facilities including Caltrans Upland Maintenance Station, Recycled Wood Products, Ontario Agricultural Commodities, Residual Recovery Group, Beneficial Agriculture Services, Recycled Wood Products Ontario 2, Partida Fertilizer, and Chino Valley Rock, all of which are active. (Data source: CalRecycle)
- Transit stops: Ontario Metrolink Station, East Ontario Metrolink Station, Omnitrans (Data source: SBCTA)
- Water and wastewater infrastructure: Inland Empire Utilities Agency Regional Water Recycling Plant, City of Ontario

## BUILDINGS

PlaceWorks collected buildings data from Google maps, the Ontario Parks & Recreation Department, the City of Ontario land use GIS layer, and the California School Database. These assets include:

- Community centers: Armstrong Community Center, De Anza Community & Teen Center (designated cooling center), Anthony Munoz Community Center, Dorothy A. Quesada Community Center, Ontario Senior Center, Veterans Memorial Community Center, Westwind Community Center.

- Commercial business, shopping, and entertainment centers: Toyota Arena, Ontario Mills Shopping Center, Ontario Convention Center, Ontario Auto Center, Stater Bros Plaza, Archibald Ranch Town Center, Archibalds Plaza, Pacific Plaza, Ontario Airport Commerce Center, Ontario Business Center, Ontario Center, Prologis Park.
- Homeless shelters: Mercy House Ontario Access Center, House of Ruth, Foothill Family Shelter.
- Government buildings: Ontario City Hall and City facilities, San Bernardino Department of Human Services.
- Homes and residential structures
- Libraries: Ovitt Family Community Library (designated cooling center), Lewis Family Branch, South Ontario Library.
- Medical and care facilities: Healthcare Center of Bella Vista, Inland Christian Home, Kaiser Foundation Hospital, Kindred Hospital Ontario, Las Colinas Post Acute, Ontario Dialysis Center, Ontario Healthcare Center, Ontario Holt Dialysis Center, Ontario Mills Dialysis (48 total – only medical facilities with patient capacity of 20 or more listed)
- Public safety buildings: City of Ontario Police Department, Ontario Policy Department Mills Station, City of Ontario Fire Department Stations #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, and San Bernardino County – West Valley Detention Center.
- Schools: Cambridge College, American Career College, Pacific College Inland Empire, Platt Collage, SJVC Ontario, Carrington College, University of La Verne College of Law, 8 private schools, 1 unaffiliated pre-school, 5 high schools with CIUHSD, 2 elementary schools with CSD, 3 middle or elementary schools with CVUSD, 4 middle or elementary schools with MVSD, 22 middle or elementary schools with OMSD.

## **ECONOMIC DRIVERS**

PlaceWorks determined important economic assets based on the 2020 Comprehensive Annual Financial Report and land uses surrounding the City of Ontario. These assets include:

- Agriculture
- Education services
- Major employers: Ontario International Airport, United Parcel Service, Ontario Montclair School District, Niagara Bottling LLC, Chaffey Joint Union High School District, QVC Ontario LLC, Home Depot, ULINE, FedEx, Cardinal Health.<sup>16</sup>
- Ontario International Airport
- Outdoor recreation (i.e., walking, biking, and court or field sports)
- Retail centers
- Warehouses and logistics centers

## **KEY COMMUNITY SERVICES**

These assets are based on typical services provided in cities throughout California, which are supported by the infrastructure and buildings listed above. Key community services include the operation and functions needed to provide and maintain services instead of just the structures that support them. These assets include:



- Communication services
- Emergency medical response: City of Ontario Fire Department
- Energy delivery: Southern California Edison, Southern California Gas Company
- Freight and shipping
- Government administration and community services
- Public safety response: City of Ontario Police Department
- Public transit access: Metrolink, Omnitrans, SBCTA
- Solid waste removal: Ontario Integrated Waste Management
- Water and wastewater treatment, delivery, and collection: City of Ontario Municipal Utilities Company, Inland Empire Utilities Agency Regional Water Recycling Plan No. 1.

## Endnotes for Appendix A

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- <sup>1</sup> American Community Survey. 2019. 2019: ACS 5-Year Estimates, Age and Sex, S0101.  
<https://data.census.gov/cedsci/table?q=Ontario&t=Age%20and%20Sex&tid=ACSST5Y2019.S0101&hidePreview=false>
- <sup>2</sup> American Community Survey. 2019. 2019: ACS 5-Year Estimates, Financial Characteristics, S2503.  
<https://data.census.gov/cedsci/table?t=Financial%20Characteristics&g=1600000US0653896&tid=ACSST5Y2019.S2503&hidePreview=false>
- <sup>3</sup> American Community Survey. 2019. 2019: ACS 5-Year Estimates, Financial Characteristics, S2503.  
<https://data.census.gov/cedsci/table?t=Financial%20Characteristics&g=1600000US0653896&tid=ACSST5Y2019.S2503&hidePreview=false>
- <sup>4</sup> American Community Survey. 2019. 2019: ACS 5-Year Estimates, Selected Social Characteristics in the United States, DP02.  
<https://data.census.gov/cedsci/table?t=Foreign%20Born&g=1600000US0653896&tid=ACSDP5Y2019.DP02&hidePreview=false>
- <sup>5</sup> American Community Survey. 2019. 2019: ACS 5-Year Estimates, Limited English Speaking Households, S1602.  
<https://data.census.gov/cedsci/table?t=Language%20Spoken%20at%20Home&g=1600000US0653896&tid=ACSST1Y2019.S1602&hidePreview=false>
- <sup>6</sup> American Community Survey. 2019. 2019: ACS 5-Year Estimates, Financial Characteristics, S2503.  
<https://data.census.gov/cedsci/table?t=Financial%20Characteristics&g=1600000US0653896&tid=ACSST5Y2019.S2503&hidePreview=false>
- <sup>7</sup> Department of Housing and Community Development. April 2021. State Income Limits for 2021.  
<https://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits/docs/income-limits-2021.pdf>.
- <sup>8</sup> American Community Survey. 2018. 2018: ACS 5-Year Estimates, B24011 and B24021.
- <sup>9</sup> American Community Survey. 2019. 2019: ACS 5-Year Estimates, Tenure by Occupants per Room, B25014.  
<https://data.census.gov/cedsci/table?t=Occupants%20Per%20Room&g=1600000US0653896&tid=ACSST5Y2019.B25014&hidePreview=false>
- <sup>10</sup> County of San Bernardino. 2020. San Bernardino County Homeless Count and Subpopulation Survey Final Report.  
<https://wp.sbcounty.gov/dbh/sbchp/wp-content/uploads/sites/2/2020/04/2020-SBC-Homeless-Count-Report.pdf>
- <sup>11</sup> American Community Survey. 2019. 2019: ACS 5-Year Estimates, Disability Characteristics, S1810.  
<https://data.census.gov/cedsci/table?t=Disability&g=1600000US0653896&tid=ACSST5Y2019.S1810&hidePreview=false>

<sup>12</sup> American Community Survey. 2019. 2019: ACS 5-Year Estimates, Household Size by Vehicles Available, B08201. <https://data.census.gov/cedsci/table?t=Transportation&g=1600000US0653896&tid=ACSDT5Y2019.B08201&hidePreview=false>.

<sup>13</sup> American Community Survey. 2019. 2019: ACS 5-Year Estimates, Financial Characteristics, S2503. <https://data.census.gov/cedsci/table?t=Financial%20Characteristics&g=1600000US0653896&tid=ACSST5Y2019.S2503&hidePreview=false>.

<sup>14</sup> American Community Survey. 2019. 2019: ACS 5-Year Estimates, Age and Sex, S0101. <https://data.census.gov/cedsci/table?q=Ontario&t=Age%20and%20Sex&tid=ACSST5Y2019.S0101&hidePreview=false>.

<sup>15</sup> American Community Survey. 2019. 2019: ACS 5-Year Estimates, Selected Social Characteristics in the United States, DP02. <https://data.census.gov/cedsci/table?t=Foreign%20Born&g=1600000US0653896&tid=ACSDP5Y2019.DP02&hidePreview=false>.

<sup>16</sup> City of Ontario. June 2020. Comprehensive Annual Financial Report. <https://www.ontarioca.gov/FiscalServices/BudgetFinancialReports>.

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## APPENDIX B: VULNERABILITY ASSESSMENT RESULTS MATRIX

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
<b>Populations</b>								
Children (Under 10)	-	High	Low	High	High	Medium	Medium	High
Cost-burdened households	-	Medium	Low	Medium	Medium	Low	Low	Medium
Households in poverty	-	High	High	High	High	High	High	High
Immigrants and refugees	Low	High	Medium	High	High	High	High	High
Linguistically isolated populations	-	Medium	Low	Medium	Medium	Medium	Medium	Medium
Low-income households	-	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Outdoor workers	Medium	High	Medium	High	High	High	High	High
Overcrowded households	-	Medium	Low	Medium	Medium	High	Low	Medium
Persons experiencing homelessness	-	High	Medium	High	High	High	High	High
Persons living in mobile homes	-	Medium	Low	High	High	Medium	High	Medium
Persons with chronic illnesses	-	High	High	High	Medium	High	High	High

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
Persons with disabilities	-	Medium	Low	Medium	High	Medium	Medium	Medium
Persons without access to lifelines	-	Medium	Medium	High	High	Medium	Medium	Medium
Renters	-	Medium	Low	Medium	Medium	Low	Low	Medium
Seniors (65+)	-	High	Low	High	High	High	Medium	High
Seniors living alone	-	High	Low	High	High	High	High	High
Undocumented persons	Medium	High	High	High	High	High	High	High
<b>Infrastructure</b>								
Airports	-	-	-	Medium	High	-	Medium	-
Bike routes	-	-	-	Low	Medium	-	Low	-
Bridges	-	-	-	Medium	High	-	Medium	-
Communication facilities	-	-	-	Medium	Low	-	Low	Low
Electrical substations and transmission lines	-	-	-	High	High	-	High	Medium
Electric vehicle charging stations	-	-	-	Medium	Medium	-	Low	-

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
Evacuation routes	-	-	-	High	High	-	High	Low
Flood control infrastructure	-	-	-	-	High	-	High	-
Hazardous materials sites	-	-	-	Low	Low	-	Low	-
Major roads and highways	-	-	-	High	High	-	High	Low
Natural gas pipelines	-	-	-	-	Low	-	-	-
Parks and open space	Low	-	High	Low	Medium	-	Low	-
Power plants	-	-	-	Medium	Medium	-	Low	-
Railways	-	-	-	High	High	-	Medium	Low
Solid waste facilities and landfills	-	-	-	Low	-	-	Low	-
Transit stops	-	-	-	-	Medium	-	Low	-
Water and wastewater infrastructure	-	-	Low	-	Medium	-	-	-

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
<b>Buildings</b>								
Community centers	-	-	-	Low	Medium	-	Medium	Low
Commercial business, shopping, and entertainment centers	-	-	-	Low	Medium	-	Low	Low
Homeless shelters	-	-	-	Medium	-	-	High	Medium
Government buildings	-	-	-	Low	-	-	Low	Low
Homes and residential structures	-	-	-	Medium	High	-	High	Medium
Libraries	-	-	-	Low	-	-	Medium	Low
Medical and care facilities	-	-	-	Medium	Medium	-	Low	Low
Public safety buildings	-	-	-	Low	High	-	Low	Low
Schools	-	-	-	Medium	Medium	-	Medium	Medium

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
<b>Economic Drivers</b>								
Agriculture	Medium	Medium	High	High	Medium	Medium	Medium	Medium
Education services	-	Medium	-	Medium	Low	Medium	Low	Medium
Major employers	-	Low	Medium	Low	High	Low	Low	Low
Ontario International Airport	-	Medium	-	High	High	Low	Medium	Medium
Outdoor recreation	Low	High	-	High	Low	Medium	Medium	High
Retail centers	-	Low	-	Medium	Medium	Medium	Medium	Medium
Warehouses and logistics centers	-	Low	-	Low	High	Low	Low	Low
<b>Key Services</b>								
Communication services	-	-	-	Low	Low	-	High	Low
Emergency medical response	-	Medium	-	Medium	Medium	High	Medium	Medium
Energy delivery	-	-	Low	High	Medium	-	High	High
Freight and shipping	-	-	-	Medium	High	Low	High	Low
Government administration & community services	-	-	-	Low	Low	Low	Low	Low



POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
Public safety response	-	-	-	Medium	High	Medium	Medium	Medium
Public transit access	-	High	-	High	High	Low	High	High
Solid waste removal	-	Medium	-	Medium	Medium	Low	Medium	Medium
Water and wastewater treatment, delivery, and collection	-	-	High	Medium	High	-	Medium	Medium