

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
1.6.6 The Specific Plan includes provisions to link the public schools with adjacent housing, parks, and other schools by a pedestrian greenways network (see Figure 3-10—SOI GPA). (I-7 and I-10)	X		4.1, 7.4	
Comments:				
1.6.7 The Specific Plan includes provisions requiring educational facilities to be set back from power transmission line easements in accordance with the California Department of Education’s limits for locating school sites. (I-10)				X
Comments: The location of schools within the Rich-Haven Specific Plan meet the requirements of the California Department of Education.				
1.7 Multi-Family Residential Corridors and Centers				
1.7.1 The Specific Plan accommodates multi-family residential units (small lot detached, single family attached, townhomes, and apartments) in areas designated as “Residential–Medium Density” and “Residential–High Density” by the SOI General Plan Land Use Plan. (I-7 and I-10)	X		3.2	
Comments:				
1.7.2 The Specific Plan requires the inclusion of sufficient on-site recreational amenities in higher density developments to meet resident needs. (I-7 and I-10)		X	6.3	
Comments:				
1.7.3 The Specific Plan encourages the inclusion of community oriented uses such as public meeting rooms, plazas/courtyards, day-care facilities, and similar uses. These may be developed as single purpose buildings or incorporated with residential uses. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Residential–Medium Density and Residential–High Density.				
1.7.4 The Specific Plan accommodates an overall average density of <u>12</u> units per gross acre in areas designated as “Residential–Medium Density” and <u>18</u> units per gross acre in areas designated as “Residential–High Density” within which a variety of parcel sizes and housing types would be allowed. Densities may be varied throughout a planning sub area, as long as the average density is not exceeded. (I-7 and I-10)	X		3.2, 5.4	
Comments:				
1.7.5 The Specific Plan includes provisions to establish visual and physical linkages among individually developed multi-family sites to create a cohesive and continuous corridor, rather than independent “islands.” This may be achieved through the fronting of buildings adjacent or in immediate proximity to the street, use of a consistent landscaped setback	X		3.2	

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incorporating common street trees or other vegetation, minimization of side property setbacks to achieve building continuity (a common “building wall”) along the street frontage, location of all parking to the rear of street-facing buildings, use of interconnecting pedestrian walkways, and similar techniques (see Figure 3-17 in the SOI GPA). (I-7 and I-10)				
Comments:				
1.7.6 The Specific Plan includes standards and guidelines to promote visual interest in the design of building elevations in accordance with Policy 1.4.7 (except for the use of extensive landscaped setbacks). (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Residential–Medium Density and Residential–High Density.				
1.7.7 The Specific Plan includes provisions to link community serving facilities in multi-family corridors with adjacent residential neighborhoods. (I-7 and I-10)	X			
Comments: A series of pedestrian trails provide linkages to all areas of the Specific Plan and beyond.				
1.7.8 The Specific Plan includes provisions insuring sidewalks are developed in multi-family corridors as per City Standards to facilitate and be attractive for pedestrian activity. (I-7 and I-10)			3.2	X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Residential–Medium Density and Residential–High Density.				
1.7.9 The Specific Plan includes provisions requiring residential units be set back from power transmission line easements in accordance with the California Department of Education’s limits for locating school sites. (I-10)				X
Comments: Setbacks will be complied with as required.				
1.8 Town Center				
1.8.1 The Specific Plan includes provisions for the development of retail, commercial, professional offices, entertainment, art galleries, dining establishments, hotels, and similar uses in areas designated as “Town Center”. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Town Center.				
1.8.2 The Specific Plan includes provisions requiring integration of multi-family housing (townhomes and apartments) with retail, office, and other uses within the Town Center. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Town Center.				

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1.8.3 The Specific Plan includes provisions for mixed-use buildings that integrate housing with retail commercial, office, and similar uses and special housing types (e.g., artist live/work facilities and home occupations) within the Town Center. (I-7 and I-10)	X		3.2.2	
Comments: The Mixed Use area includes potential for retail over commercial and residential over commercial.				
1.8.4 The Specific Plan includes provisions for government office, cultural uses (libraries, museums, performance venues, etc.), religious facilities, schools, recreational facilities, multi-modal transportation hub, and similar public and quasi-public uses, within the Town Center area. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Town Center.				
1.8.5 The Specific Plan includes provisions for community meeting rooms, day-care facilities, and public and private plazas, courtyards, and open spaces within the Town Center area. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Town Center.				
1.8.6 The Specific Plan accommodates development within the Town Center at building heights, generally of 1 to 3 stories and a maximum floor area ratio of 0.5, except for mixed use structures that integrate housing with retail, office, public, and other uses that may be developed up to four stories and a floor area ratio of 2.0:1. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Town Center.				
1.8.7 The Specific Plan accommodates free-standing residential uses at a maximum overall average density of 18 units per gross acre. (I-7 and I-10)	X		3.2	
Comments: A Stand Alone Residential Overlay is identified to ensure the opportunity for free-standing residential.				
1.8.8 The Specific Plan includes standards to integrate development of individual parcels to create a cohesive pedestrian oriented center. The following design considerations are included (as illustrated by Figures 3-18 and 3-19 of the SOI GPA): <ul style="list-style-type: none"> • integration of multiple buildings and uses into a cohesive development pattern; • siting of buildings to create a common/semi-continuous “building wall” directly fronting sidewalks, plazas, and other open spaces—areas may be excepted to incorporate courtyards and corridors; • location of parking to the rear of street facing structures, subterranean, or in structure; • use of multiple building volumes, masses, heights, and highly articulated facades to promote visual interest and convey the sense of individual storefronts/businesses; 	X		3.2 , 5.0 6.3, 7.0	

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<ul style="list-style-type: none"> • use of vertical setbacks above the second level to reduce visual impacts along sidewalks and street frontages; • design of the ground floor of structures along the street frontage of commercial and mixed use buildings to enhance pedestrian activity (extensive windows, clearly defined entries, modulation of facades, outdoor patios and seating, etc.) (as illustrated by Figures 3-20, 3-21, and 3-22 of the SOI GPA); • integration of consistent and well-designed building and public signage; • develop sidewalks and other public spaces to support casual gatherings, outdoor dining and retail, entertainment, arts exhibitions and performances, community events, and similar functions; and • incorporate streetscape amenities along the street frontages (benches, trees, planters, decorative paving, pedestrian oriented signage and lighting, trash receptacles, fountains, information kiosks, telephones, news racks, banners, public art, and similar elements). (I-7 and I-10) 				
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Town Center.				
1.8.9 The Specific Plan incorporates at least one major public plaza/square as a centerpiece of community activity and identity of sufficient size to accommodate events and celebrations, outdoor performances, community meetings, picnics, farmers markets, and similar functions. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Town Center.				
1.8.10 The Specific Plan includes provisions to consolidate parking facilities, with retail uses located along the street frontage. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Town Center.				
1.8.11 The Specific Plan includes standards to site and design multi-family housing to create a cohesive and continuous corridor, rather than independent “islands” in accordance with Policy 1.7.5; and promote a high quality of design in accordance with Policy 1.4.7 (except for the use of extensive landscaped setbacks). (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Town Center.				
1.8.12 The Specific Plan includes provisions to integrate a diversity of housing types within any block rather than a singular type (e.g., duplexes, townhomes, and courtyard units). (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Town Center.				

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1.8.13 The Specific Plan includes provisions to integrate public meeting facilities and other community services with retail and other high activity uses. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Town Center.				
1.8.14 The Specific Plan design of internal local streets emphasizes pedestrian activity (15' plus width sidewalks) and reduces traffic speed using such techniques as reduced width, angled parking, landscaped "pullouts"/chokers, or traffic circles for the Town Center. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Town Center.				
1.8.15 The Specific Plan includes provisions to establish clearly defined "entries" to the Town Center, including the use of signage, art (banners, sculptures, etc.) landscape, fountains, lighting, building massing, and other techniques. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Town Center.				
1.8.16 The Specific Plan establishes pedestrian, bicycle, greenways, and other corridors that link the Town Center with adjacent "Residential Neighborhoods" and, if developed, educational campus. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Town Center.				
1.9 Regional Centers				
1.9.1 The Specific Plan accommodates regional serving retail commercial, professional offices, entertainment, dining, hotel/motel, conference facilities, hospitals and supporting medical offices, research laboratories and facilities, financial institutions, sports stadiums/arenas and facilities, and similar uses. (I-7 and I-10)	X		5.5	
Comments:				
1.9.2 The Specific Plan accommodates multi-family housing, mixed uses that incorporate housing and retail/offices, and live/work facilities that is integrated with other regional serving uses. (I-7 and I-10)	X		5.5	
Comments:				
1.9.3 The Specific Plan encourages the inclusion of community meeting rooms, day-care, and other public facilities. (I-7 and I-10)	X		5	
Comments:				
1.9.4 The Specific Plan accommodates buildings at a height of 1 to 3 stories, with 4 stories allowed for mixed use structures, except for structures in Planning Area 19, where the 4-		X	5.5 8.1	

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<p>story maximum has been eliminated. This would accommodate a maximum floor area ratio of 0.5:1 for commercial/office uses and 2.0:1 for all mixed use buildings outside of Planning Area 19. Sports stadium/arena, hotel/conference facilities, and other “specialty” uses may require additional height. (I-7 and I-10)</p>				
Comments:				
<p>1.9.5 The Specific Plan accommodates free-standing multi-family residential uses at an overall average density of 18 units per gross acre. (I-7 and I-10)</p>	X		5.4	
Comments:				
<p>1.9.6 The Specific Plan includes provisions to integrate development of individual parcels to create a cohesive center, which considers (see Figure 3-16, SOI General Plan):</p> <ul style="list-style-type: none"> • development of sidewalks, plazas, and other public spaces around which individual buildings and businesses are grouped and incorporate pedestrian oriented amenities (benches, public art, fountains, pedestrian scaled lighting and signage, and similar); • inclusion of one or more public “square” to serve as a gathering place for public activity and events; • use of modulated building volumes, masses, and heights and articulated facades to create the sense of individual businesses, rather than undifferentiated “boxes”; • integration of consistent and well-designed building and public signage; • siting of a portion of buildings on the site’s peripheral streets to provide identity and connectivity with adjacent uses; • inclusion of sidewalks of sufficient width to accommodate pedestrian activity and outdoor restaurants, news stands, and other uses; • opening of the street and sidewalk/plaza facing building elevations to promote visual interest and pedestrian activity (extensive windows, clearly defined entries, and so on); • extensive use of landscape to enhance the environmental character; and • design of parking structures to be visually integrated with and continue the principal design character of commercial buildings. (I-7 and I-10) 	X		5.5, 6.3, 6.5	
Comments:				
<p>1.9.8 The Specific Plan includes provisions to link Regional Centers with surrounding residential neighborhoods and centers through the street and highway network, distinctively paved pedestrian walkways and crosswalks, common “palette” of street trees and landscape and street furniture, well designed signage, and similar elements. (I-7 and I-10)</p>	X		4.1, 6, 7.8	

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Comments:				
1.10 Community Centers				
1.10.1 The Specific Plan accommodates large scale retail commercial (e.g., garden supply, furniture warehouses, discount retail, “big box,” and similar uses), professional offices, entertainment, dining, hotel and conference facilities, and similar uses in areas designated as “Community Commercial.” (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as “Community Commercial.”				
1.10.2 The Specific Plan accommodates multi-family housing and live/work facilities that are integrated with other region serving uses. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for a Community Center.				
1.10.3 The Specific Plan accommodates a community center of approximately 150,000 to 225,000 square feet of commercial uses for each 9,000 to 15,000 residents. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for a Community Center.				
1.10.4 The Specific Plan includes provisions limiting buildings to 1 to 2 stories and a maximum floor area ratio of 0.35:1 with surface parking. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for a Community Center.				
1.10.5 The Specific Plan includes provisions to accommodate free-standing residential uses at an overall average density of 18 units per gross acre. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for a Community Center.				
1.10.6 The Specific Plan includes provisions to integrate development of individual parcels to create a cohesive center considering the design and development principles defined by Policy 1.9.6. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for a Community Center.				
1.10.7 The Specific Plan includes provisions to site and design development of multi-family housing to convey a high level of visual quality in accordance with Policy 1.4.7. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for a Community Center.				
1.10.8 The Specific Plan includes provisions to link Community Centers with surrounding residential neighborhoods and centers through the street and highway network, distinctively paved pedestrian walkways and crosswalks, common “palette” of street trees and landscape				X

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and street furniture, well designed signage, and similar elements. (I-7 and I-10)				
Comments: The General Plan does not designate the Rich-Haven Specific Plan for a Community Center.				
1.11 Educational Campus				
1.11.1 The Specific Plan accommodates educational, administrative, academic, vocational, medical, research, athletic, student housing, services, cultural (library, museum, performance, etc.), and other supporting uses. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as an Educational Campus.				
1.11.2 The Specific Plan includes research and educational uses that reflect the agricultural history of the Sphere of Influence and promotes water fowl habitat restoration and management. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as an Educational Campus.				
1.11.3 The Specific Plan includes provisions for public meeting rooms, auditoriums, concert facilities, museums, libraries, and recreational facilities (e.g., sports fields) that are accessible to and serve adjacent residential neighborhoods. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as an Educational Campus.				
1.11.4 The Specific Plan includes provisions to site and design development to convey a “campus” environment including the clustering of buildings on common plazas and courtyards, linkage of all areas by walkways, and extensive use of landscape. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as an Educational Campus.				
1.11.5 The Specific Plan includes provisions to site buildings and design the campus to promote continuity with the development fabric of the adjacent Town Center and business parks (e.g., continuity of a “Main Street” and overall street pattern, location of administrative offices as a visual terminus for the Town Center, continuity of greenways, etc.). Avoid the establishment of an isolated, “walled” environment. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as an Educational Campus.				
1.11.6 The Specific Plan includes provisions for walkways, bicycle paths, greenways, and other elements that link the campus with surrounding uses. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as an Educational Campus.				
1.12 Business and Industrial Parks				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
1.12.1 The Specific Plan accommodates light manufacturing, research and development, technology development, medical, entertainment facilities and production, innovative technology production, and similar primary uses. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Business and Industrial Park.				
1.12.2 The Specific Plan accommodates limited supporting uses such as retail sales, product exhibition, galleries and arts exhibition, financial institutions, restaurants, health clubs, personal services, day-care, and professional offices. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Business and Industrial Park.				
1.12.3 The Specific Plan accommodates “high impact” entertainment and commercial recreation uses that are not suitable in commercial districts due to their noise, traffic, or other characteristics that may conflict with residential or commercial uses. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Business and Industrial Park.				
1.12.4 The Specific Plan accommodates live/work facilities for artists and professionals associated with other uses in the business park. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Business and Industrial Park.				
1.12.5 The Specific Plan discourages the development of extensive warehouse development. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Business and Industrial Park.				
1.12.6 The Specific Plan includes provisions limiting building heights at 1 to 3 stories and a maximum floor area ratio of 0.4:1. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Business and Industrial Park.				
1.12.7 The Specific Plan includes site and design provisions to establish a cohesive and integrated district considering the following (see Figure 3-19 of the SOI GPA): <ul style="list-style-type: none"> • development of a network of pedestrian walkways and plazas around buildings sited and concentrated to connect a site with abutting properties; • location of parking to the rear of buildings fronting pedestrian plazas or in structures; • inclusion of restaurants, retail shops, services, and other “high activity” uses in the ground floor of structures facing pedestrian areas; • inclusion of design elements that visually tie individual buildings and sites together such as walkways, trellises, arcades, landscape, signage, and lighting; and • incorporation of monuments, signs, landscape, and other elements that clearly define 				X

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entry points and activity locations. (I-7 and I-10)				
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Business and Industrial Park.				
1.12.8 The Specific Plan includes site and design provisions requiring business and industrial park projects to convey visual interest and character considering: <ul style="list-style-type: none"> • modulation of building volumes, masses, and heights to reduce bulk; • architectural treatment of all visible elevations; • use of consistent and well-designed building and site signage; and • incorporation of extensive landscape along street frontages, common open spaces, and parking lots. (I-7 and I-10) 				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as Business and Industrial Park.				
1.13 Lake/Water Element				
1.13.1 The Specific Plan includes provisions for a lake and/or streams for visual and recreational use that are abutted by commercial, residential, and other appropriate uses. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for water features.				
1.13.2 The Specific Plan includes provisions to site and design development to take advantage of lake views and access, including the location of buildings to “open onto” the lake and/or streams — for example, the Town Center’s public plazas and outdoor restaurants should extend to the waterfront. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for water features.				
1.13.3 The Specific Plan incorporates pedestrian walkways/promenades and public parks along the lake frontage. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for water features.				
1.13.4 The Specific Plan provides visual “windows” to the lake from surrounding streets and public places. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for water features.				
1.13.5 The Specific Plan links residential neighborhoods adjacent to the lake by a network of pedestrian walkways, greenways, and bike paths. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for water features.				

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1.14 Golf Course(s)				
1.14.1 The Specific Plan includes provisions for one or more golf courses (minimum of 150 acres each) with supporting club houses, retail services, and overnight accommodations within “Residential Neighborhoods.” (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for golf courses.				
1.14.2 The Specific Plan includes provisions for neighborhood-oriented facilities, such as public meeting rooms, within the club house. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for golf courses.				
1.14.3 The Specific Plan includes provisions for executive homes and other residential uses in concert with golf courses. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for golf courses.				
1.14.4 The Specific Plan integrates golf courses with surrounding residential neighborhoods, orienting supporting facilities and housing to the course. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for golf courses.				
1.14.5 The Specific Plan links adjacent residential neighborhoods to the golf course by a network of pedestrian walkways, greenways, and bike paths. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for golf courses.				
1.14.6 The Specific Plan incorporates ponds and streams that assist in flood control and, as appropriate, are linked to the lake. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for golf courses.				
1.14.7 The Specific Plan provides visual “windows” to the golf course(s) from surrounding streets and public places. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for golf courses.				
1.15 Major Community Park – “Village Green”				
1.15.1 The Specific Plan requires that a minimum of 160 acres be designated by pertinent sub area Specific Plans for the development of a “Village Green” that accommodates a diversity of active and passive recreational uses (athletic fields, picnic areas, performance venues, and botanical gardens), and that these lands be dedicated for this purpose through the development approval process. (I-7 and I-10)				X

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Comments: The General Plan does not designate the Rich-Haven Specific Plan as a Village Green.				
1.15.2 The Specific Plan requires that the land acquisition and development of the “Village Green” be equitably funded by all development within the Sphere of Influence. (I-28 and I-34)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as a Village Green.				
1.15.3 The Specific Plan allows the acreage allocated for the development of a “Village Green” to contribute to the total parks and recreational requirement of 5 acres per thousand residents. (I-16)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as a Village Green.				
1.15.4 The Specific Plan uses the “Village Green” as an organizational element for the siting and design of development, such as the orientation and linkage of multi-family housing and commercial uses to the park (e.g., restaurants “opening” to the park) (see Figure 3-17 of the SOI GPA). (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as a Village Green.				
1.15.5 The Specific Plan links residential neighborhoods adjacent to the “Village Green” by a network of pedestrian walkways, greenways, and bike paths. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as a Village Green.				
1.15.6 The Specific Plan incorporates ponds and streams as part of the “Village Green” that are linked to the lake, as appropriate. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan as a Village Green.				
1.16 Greenways and Open Spaces				
1.16.1 The Specific Plan includes provisions for greenway corridors containing pedestrian paths, bicycle trails, and other recreational/open space amenities. (I-7 and I-10)	X		4.1, 4.6, 7.4	
Comments:				
1.16.2 The Specific Plan includes an area-wide greenway network that links all residential neighborhoods, activity centers, and amenities and directly connects to and abut parks and schools as nodes along its length. (I-7 and I-10)	X		4.1, 7.4	
Comments:				
1.16.3 The Specific Plan includes provisions for joint use of SCE easement-owned corridors, storm drainage, and other infrastructure rights-of-way for greenways, where feasible, and compatible with the intended primary use. (I-7 and I-10)	X		4.1, 7.4	

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Comments:				
1.16.4 The Specific Plan includes provisions for joint use of SCE fee-owned rights-of-way for greenways, where feasible, and compatible with SCE's secondary land use licensing program. (I-7 and I-10)	X		4	
Comments:				
1.16.5 The Specific Plan includes provisions for drainage channels to be designed as an open space amenity, maintaining them as natural open landscaped swales where feasible. When concrete channels are used, consider the development of landscaped greenways along their length. (I-7 and I-10)				X
Comments: The Plan does not propose the development of permanent detention basins.				
1.16.6 The Specific Plan includes provisions for drainage detention basins to accommodate passive and active recreational uses during dry periods, locating these adjacent to and extending local park uses. (I-7 and I-10)				X
Comments: The ultimate storm drain system to connect to regional NMC system.				
1.16.7 The Specific Plan includes provisions for principal roadways including Grove Avenue, Vineyard Avenue, Archibald Avenue, Haven Avenue, Euclid Avenue, Milliken Avenue, and Edison Avenue to be designed as "parkways" with expanded right-of-ways containing landscaped medians and frontages, pedestrian paths, and other elements. (I-7 and I-10)	X		4.1, 7.1	
Comments:				
1.16.8 The Specific Plan incorporates extensive landscaping along street frontages in "urbanized" areas. (I-7 and I-10)	X		4.1, 6.2, 7.1, 7.2	
Comments:				
1.16.9 The Specific Plan includes design provisions for public greenways and open spaces to ensure public safety through the avoidance of physically and visually isolated spaces, maintenance of visibility and accessibility, use of lighting, and other "defensible" space concepts. (I-10)	X		7.0	
Comments:				

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1.17 Electrical Energy Transmission Corridors				
1.17.1 The Specific Plan includes pedestrian and bicycle trails in electrical energy transmission corridors to link neighborhoods and districts. (I-7 and I-10)	X		4.1	
Comments:				
1.17.2 The Specific Plan accommodates such uses as parking lots, storage, commercial recreation, nurseries, greenways/trails, and complementary and compatible uses in electrical energy transmission corridors in areas designated as “Neighborhood Centers,” “Community Commercial,” “Town Center,” and “Industrial/Business Parks” by the SOI General Plan. (I-8)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for any of the above uses.				
1.17.3 The Specific Plan accommodates development in electrical energy transmission corridors in areas abutting the Village Green, parks, lake, and other major open space/recreational amenities of uses that promote continuity with the amenity such as extensive landscape, tree farms and nurseries, buffers, and similar uses. (I-8)	X		2.6, 4.1	
Comments:				
1.17.4 The Specific Plan accommodates development in electrical energy transmission corridors in areas traversing “Residential Neighborhoods” of uses that serve as transitions among neighborhoods, pedestrian and biking trails, landscaped buffers, recreational facilities, and similar uses that are feasible and compatible with Southern California Edison’s secondary land use licensing program. At the corridor’s intersection with arterials and collectors, consider the accommodation of uses that support the primary residential activity (e.g. parking lots for churches), which shall be designated by the Specific Plan. (I-8)	X		3, 4.1	
Comments:				
1.17.5 The Specific Plan includes provisions for development located in electrical energy transmission corridors be designed to complement, be compatible with, and promote continuity and cohesiveness with abutting land uses. They should not be designated to create “walls” or barriers among uses. (I-7 and I-10)	X		1, 3, 4.1.3	
Comments:				
1.17.6 The Specific Plan includes provisions encouraging Southern California Edison Company and private owners to visually improve, respectively, fee-owned and easement-owned	X		4, 7	

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
rights-of-way that are retained for electrical transmission purposes to ensure their compatibility with abutting uses. This should emphasize the incorporation of landscape, parklands, and greenways. (I-10)				
Comments:				
1.18 Phasing				
1.18.1 The Specific Plan includes a phasing plan to ensure adequate supporting public services, retail, parks, schools, and other uses are in place to support residential uses. These should establish increments of residential development that “trigger” and cannot be exceeded until the construction of appropriate improvements has been initiated. Standards for schools, infrastructure, and other public services should be determined in collaboration with pertinent service agencies. Standards for local serving retail, parks, and other uses should be confirmed by the City and reflect other policies contained in this Plan. (I-7)	X		8.3	
Comments:				
1.18.2 A fiscal impact analysis for the Specific Plan has been prepared describing annual costs and revenues associated with development phasing for at least a ten year period as input to the definition of land use balance thresholds and limits. (I-7)	X			
Comments:				
1.18.3 Require that developers commit to the provision of supporting uses and services through Development Agreements, Conditions of Development, bonds, and other appropriate techniques. (I-7)	X		8.4	
Comments: Agreements separate from this Specific Plan will be executed by the Developer with the City.				
2.1 Agriculture				
2.1.1 The plan includes provisions recognizing the right of operation including the choice of cultivation procedures, crops or livestock types, crop rotation, and all other functions within the traditional scope of agricultural management decisions. These rights and choices shall be exercised in a manner, which is consistent with applicable environmental and resource protection policies and regulations. (I-9)	X			
Comments: Per project EIR				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
2.1.2 Adopt and enforce the provisions of the Right-to-Farm Ordinance and the State nuisance law (California Code Subsection 3482). Such an ordinance would require nonagricultural residents be made aware of the local agricultural operations, their practices, and the potential agriculturally related impacts (noise, odor, etc.). See Appendix A, SOI GPA for a “Right to Farm” Ordinance example. (I-9)				X
Comments: City to initiate. Not a requirement of individual specific plans.				
2.2.1 The Specific Plan discourages the placement of new non-agricultural land uses in such a manner that agricultural fields or parcels become isolated or difficult to economically and conveniently farm. (I-7, I-10 and I-16)	X		8.3	
Comments:				
2.2.2 The Specific Plan encourages the infilling of development in previously urbanized areas or immediately adjacent to existing urban development as an alternative to isolated, “leapfrog” projects. (I-7, I-10 and I-16)	X		8.3	
Comments: Per New Model Colony General Plan Amendment.				
2.2.3 The Specific Plan discourages the premature parcelization of large holdings which are not infill or urban perimeter properties. (I-7, I-10 and I-16)	X		2, 8.2, 8.3	
Comments:				
2.3.1 The Specific Plan includes provisions to limit premature introduction of urban uses into farming areas that may create the potential for conflict with continued agricultural use. (I-7, I-10 and I-16)	X		5.4,	
Comments:				
2.3.2 The Specific Plan includes a Transitional Roadway Plan that minimizes farm product transport/farm equipment conflicts with urban use related transport. Said plan includes the following: <ul style="list-style-type: none"> • existing routes essential to the transportation of farm products through remaining agricultural areas and through non-agricultural areas as needed to access regional transportation routes; • prioritize those roads that will be first to convert to primarily serving urban uses; and • roadway signage and markings to inform drivers that farm transport vehicles and machinery may be using the roads. (I-2) 		X		
Comments: The Rich Haven Specific Plan includes a comprehensive circulation network allowing for continued agricultural operations on adjacent properties.				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
2.3.3 The Specific Plan provides measures to prevent urban runoff flooding and silting from impacting agricultural operations. (I-10)				
Comments:				
2.3.4 The Specific Plan informs new residents and property owners that existing agricultural uses may create nuisances such as flies, odors, dust, noise, night light, and chemical spraying. (I-9 and I-10)	X			
Comments: To be included in real estate sales package.				
2.3.5 The Specific Plan includes provisions to protect agricultural lands from trespass, theft, vandalism, roaming dogs, and comparable impacts from urban uses. (I-15)				X
Comments: City to implement – not a requirement of individual specific plans.				
2.4.1 The Specific Plan opposes regulations that impact agricultural operations unless they are justified on the basis of sound environmental concerns. (I-45)				X
Comments: City to implement – not a requirement of individual specific plans.				
2.4.2 The Specific Plan assists farmers and agricultural land owners in their efforts to understand and abide by regulations and to process applications for permits and licenses. (I-42)				X
Comments: City to implement – not a requirement of individual specific plans.				
3.1 Housing				
3.1.1 Provide for the development of an estimated 20,396 single family and 10,792 multi-family dwelling units to sustain sound economic development. (I-16)		X	3, 8	
Comments: The Rich-Haven Specific Plan provides 4,256 dwelling units.				
3.1.2 The Specific Plan ensures that the densities and characteristics of residential projects fulfill the intent of applicable land use designations. (I-8 and I-10)	X		3	
Comments: The Specific Plan fulfills the intent of the applicable land use designation through the Trip Budget concept.				
3.2.1 The Specific Plan includes provisions for infrastructure needed to support anticipated residential development and ensures the proper integration of all services. (I-7 and I-10)	X		4, 8.3	
Comments:				
3.2.2 Maintain internal consistency among the General Plan’s elements to provide the necessary services and infrastructure for urban development. (I-11)				X
Comments: City to implement – not a requirement for individual specific plans.				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
3.3.1 The Specific Plan allows flexibility in the type of units developed on vacant, residentially designated properties in master-planned communities and other planned developments. (I-16)	X		5	
Comments:				
3.3.2 The Specific Plan includes a mix of housing types. (I-7 and I-10)	X		5.4 6.2,	
Comments:				
3.3.3 The Specific Plan encourages the development of residential uses in association with compatible nonresidential uses (i.e. mixed-use). (I-7, I-8 and I-10)	X		5	
Comments:				
3.3.4 The Specific Plan provides housing opportunities for upper-income residents by designating sites in selected areas for large-lot development or sites adjacent to significant amenities. (I-7, I-8 and I-10)	X		5	
Comments:				
3.4.1 The Specific Plan includes comprehensive design guidelines and development standards ensuring residential design that is functional, people and pedestrian-oriented, aesthetically pleasing, and contributes to a sense of community through the sensitive arrangement of buildings, open space (public and private), and circulation (vehicular and pedestrian). (I-8)	X		5, 6, 7	
Comments:				
3.5.1 The Specific Plan includes provisions to integrate development with neighborhoods in a way that minimizes adverse impacts on privacy, noise levels, and traffic. (I-7 and I-10)	X		4.1, 5	
Comments:				
3.5.2 The Specific Plan includes provisions for physical design elements of development (e.g., scale, street and circulation design, architectural elements) to complement and respect that of surrounding residential neighborhoods. (I-7 and I-10)	X		4.1, 6, 7	
Comments:				
3.5.3 Where the new development's site design characteristics and standards will differ from those within an adjacent neighborhood, use design features (street trees, sidewalk siting and materials, etc.) that are common in both the neighborhoods as measures to transition from the surrounding neighborhood to the new neighborhood. (I-7 and I-10)	X		6, 7	
Comments:				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
3.6 & 3.7 Affordable Housing				
3.6.1 The Specific Plan designates sufficient vacant land with maximum densities high enough to facilitate the development of housing affordable to lower-income households. (I-16)	X		5	
Comments:				
3.7.1 The Specific Plan includes the provisions for affordable to very low, low, and moderate income households. (I-7)	X			
Comments: The Specific Plan will accommodate housing needs of moderate-income households. The Development Agreement approved for the Plan will include provisions for compliance with the City's required inclusionary housing program.				
3.7.2 The Specific Plan implements housing programs that comply with the State of California Housing and Community Development requirements, and ensures compliance and attainment of the regional housing need assessment "affordable" unit target. (I-7)				X
Comments: The City to implement this policy.				
3.8 Housing for Special Needs				
3.8.1 The Specific Plan includes provisions for multi-family units specifically designed for the elderly located near Neighborhood Centers that provide access to transit and pedestrian access to amenities, goods, and services (i.e., recreational areas, commercial districts, and medical services). (I-7 and I-10)	X		5	
Comments:				
3.8.2 The Specific Plan includes provisions for rental units specifically designed for students to be located near the educational campus area. (I-7 and I-10)				X
Comments: The General Plan does not designate an Educational Campus within the Rich-Haven Specific Plan area.				
PART II: INFRASTRUCTURE AND PUBLIC SERVICE				
5.1 Water Sources				
5.1.3 Require Specific Plans and large development projects to prepare a water system planning study. (I-7, I-10 and I-24)	X			
Comments: The Plan complies with the City of Ontario Master Plan for Water for the NMC.				
5.1.4 Consider requiring the planning and construction of a dual pipe system to supply reclaimed water throughout the Sphere of Influence. (I-38)	X		4.2	
Comments:				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
5.2.1 Require new development to construct and dedicate water supply facilities. (I-10)	X		4.2	
Comments:				
5.2.2 Designate, preserve, and acquire land, as necessary, for water wells and storage facilities. (I-7, I-20, I-30, I-31 and I-32)	X		4.2	
Comments: The project will participate in the City's development impact fee program to construct these facilities.				
5.3.1 The Specific Plan requires improvements to the water supply facilities necessitated by new development be borne by the new development benefiting from the improvements, either through the payment of fees, or the actual construction of the improvements. (I-7, I-10, I-28, I-29, I-32, I-33 and I-46)	X		4.2	
Comments: The developer will participate in the adopted development impact fee program.				
6.1 Wastewater System and Treatment				
6.1.1 Enable the planning for and construction of a wastewater system to support new development, as shown in Figure 4-11 of the SOI GPA. (I-1, I-13 and I-24)	X		4.3	
Comments: The Sewer Master Plan complies with New Model Colony Master Plan.				
6.2.1 The Specific Plan requires new developments to connect to the sewer system. (I-10)	X		4.3	
Comments:				
6.2.2 The Specific Plan includes provisions requiring that sewer capacity and facilities are available before building permits are issued for new development. (I-10 and I-12)	X		4.3, 8.2, 8.3	
Comments:				
6.3.1 The Specific Plan includes provisions requiring the costs of improvements to the existing wastewater collection facilities necessitated by new development be borne by the new development benefiting from the improvements; either through the payment of fees, or by the actual construction of the improvements. (I-7, I-10, I-28, I-29, I-32, I-33 and I-46)	X		4.3, 8.2, 8.3	
Comments:				
7.1 Storm Drainage and Flood Control				
Comments:				
7.1.2 Require Specific Plan and development projects to prepare a storm drainage planning study for the affected drainage area. (I-7 and I-10)				X
Comments: The Plan complies with the City of Ontario Master Plan of Drainage for the NMC.				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
7.1.4 Permit the joint use of detention basins for non-intensive recreational purposes, in accordance with City policy. (I-47)				X
Comments: The Plan does not propose the use of permanent detention basins.				
7.1.5 Require that the refined backbone infrastructure plan will be used in the development process to ensure that each project will construct adequate drainage facilities. A detailed drainage master plan must be in place and must have San Bernardino County Flood Control District concurrence prior to any major development approval. (I-7 and I-10)	X		4.4, 8.2	
Comments: The Plan complies with the City of Ontario Master Plan of Drainage for the NMC.				
7.1.6 Strategically locate detention basins to mitigate downstream drainage concern as development occurs. Siting of these facilities will take into consideration potential impacts to flight paths of the crosswind runways of the Chino Airport. Detention basins shall be located as required to bring storm water flows to a safe and acceptable level downstream of Merrill Avenue. However, basins shall not be located within Referral Areas A and B and Safety Zones I and II around the Chino Airport so as to prevent potentially significant wildlife hazards to aircraft operations. (I-10 and I-24)				X
Comments: The Plan does not propose the use of permanent detention basins.				
7.1.7 The Specific Plan includes provisions requiring development plans to be consistent with and implement the Master Plan of drainage for the area as finally adopted. (I-10)	X		4.4	
Comments:				
7.2.1 The Specific Plan requires new development to control surface run-off through onsite measures. (I-10)	X			
Comments: Per the project EIR.				
7.2.2 The Specific Plan requires new development to construct and dedicate flood control and storm drainage facilities. (I-10)	X		4.4	
Comments:				
7.2.3 Designate, preserve, and acquire land, as necessary, for storm drainage and flood control facilities. (I-7, I-30 and I-31)	X		4.4, 8.2, 8.3	
Comments:				
7.2.6 The Specific Plan requires developers of each proposed project to submit a final drainage plan for the City Engineer's review and approval. (I-10)	X			
Comments: Per Tentative Tract Map approvals.				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
7.2.8 The Specific Plan requires developers to recommend measures which ensure that all structures located within the boundaries of the Sphere of Influence, subject to flooding from 100-year storm events, are constructed on a pad of earth elevated at least one foot above 100-year flood elevations. The recommended measures must be approved, monitored, and enforced by the City Engineer. (I-10)	X			
Comments: Per the project EIR.				
7.2.9 The Specific Plan requires developers to provide evidence to the City Engineer that a National Pollutant Discharge Elimination System (NPDES) permit has been obtained from the State Water Resources Control Board (SWRCB) prior to moving construction equipment onto a Sphere of Influence site. Once obtained, the NPDES permit shall be retained on the construction site throughout the construction period, and a copy shall be filed with the City Engineer. (I-10)	X			
Comments: Per Tentative Tract Map approvals.				
7.2.10 The Specific Plan includes provisions to ensure compliance with all the terms and conditions outlined in the National Pollutant Discharge Elimination System (NPDES) permit, including the implementation of Best Management Practices (BMPs).	X		4.4	
Comments:				
7.2.11 The Specific Plan includes provisions requiring developers to prepare a Storm Water Pollution Prevention Plan (SWPPP) for individual proposed projects prior to the issuance of grading permits. These plans shall be submitted to the City Engineer for review and comment prior to implementing any SWPPP provisions or starting any construction activity. A copy of the SWPPP shall be held by the construction contractor(s) on the construction site throughout development of each project. The City Engineer will monitor and enforce the provisions of the SWPPP. (I-10)	X		4.4	
Comments:				
8.1 Schools				
8.1.2 The Specific Plan accommodates sufficient schools to meet School District criteria as shown in Table 4-10 of the SOI GPA. Based on these, the Land Use Plan's buildout will necessitate an estimated 20 elementary school sites, 5 middle school sites, and 3 high school sites within the total Sphere of Influence, with the number of schools in each planning sub area indicated in Table 3-4 of the SOI GPA. The required number of schools to be constructed may vary due to modifications of the school district's standards to account for demographic changes, the number and types of dwelling units, resident characteristics,	X		4.6	

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
and other pertinent criteria. (I-7 and I-10)				
Comments: The Specific Plan complies with current school district standards.				
8.1.3 Locate schools within a designated Neighborhood Center to the extent feasible, as illustrated in Figures 3-8 and 3-9 of the SOI GPA. (I-7 and I-10)	X			
Comments: The project includes one middle school site. A Neighborhood Center and Elementary School will be located within the West-Haven Specific Plan.				
8.1.4 Encourage schools to be located as neighborhood focal points, with linkage to recreational uses, pedestrian paths, and bike ways, when locating schools in a Neighborhood Center is not feasible. (I-7 and I-10)	X		3, 4.1	
Comments:				
8.1.5 Encourage the consolidation or location of school campuses adjacent to one another, thereby enabling a joint use of recreational space, library, auditoriums, and other facilities. (I-7 and I-10)		X	7.4	
Comments: Only one school is proposed on the site at this time.				
8.1.6 Locate schools to avoid impacts attributable to Chino Airport. To ensure efficient accessibility of schools from residential neighborhoods, work with the California Department of Transportation, Division of Aeronautics, and Department of Education to permit schools to be developed at acceptable locations within the Airport's two-mile radius. (I-47)				X
Comments: The Plan Area is not located within to miles of the Chino Airport				
8.1.8 Encourage the school districts to design schools so that their periphery maintains an appropriate transition with adjoining residential neighborhoods, avoiding the use of walls, fences, and landscape which establish a visual barrier. (I-35)				X
Comments: The City of Ontario is the entity responsible for working with the school districts on school design.				
8.1.11 Locate preschool and day-care facilities in appropriate areas throughout the Sphere of Influence to meet the needs of a growing population. Require specific planned areas to designate sites for day-care facilities. (I-7 and I-10)		X	5.4	
Comments: Day care facilities are permitted within the Low Density Residential, Medium Density Residential, and High Density Residential areas.				
9.1 Police Protection				
9.1.3 The Specific Plan identifies appropriate sites for the construction of a police station within the "Neighborhood Centers", "Town Center", or other activity nodes. (I-7, I-10 and I-30)	X		5.4, 5.5	

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
Comments: Within the Medium Density Residential and Mixed-Use areas.				
9.1.4 The Specific Plan encourages consolidation of public facilities, thereby creating “mini civic centers” comprised of police stations, libraries, fire stations, schools, parks, and administrative offices, etc. (I-7 and I-10)	X		5.4, 5.5	
Comments: Within the Mixed-Use area.				
9.2.1 The Specific Plan incorporates defensible space designs. These designs should help ensure maximum visibility and security for entrances, pathways, and corridors, as well as open space (both public and private) and parking lots/structures. (I-7 and I-10)	X		6, 7	
Comments:				
9.2.2 The Specific Plan includes lighting provisions providing adequate exterior illumination to facilitate security surveillance around commercial, industrial, multi-family, and public structures. (I-10)	X		5.5	
Comments:				
10.1 Fire Protection and Emergency Medical Service				
10.1.2 Require that a total of three fire stations be incorporated within the “Neighborhood Centers”, “Town Center”, or other activity nodes. (I-7 and I-10)		X	3.3,4.6	
Comments: Within the mixed-use area.				
10.1.3 The Specific Plan encourages the consolidation of public facilities thereby creating mini civic centers comprised of police stations, libraries, fire stations, schools, parks, and administrative offices, etc. (I-7 and I-10)	X		3,5	
Comments: Within the mixed-use area.				
11.1 Circulation				
11.1.1 The Specific Plan promotes the timely development of the backbone circulation plan, as shown in Figure 4-14 – SOI GPA, that is phased and based on projected needs generated by the implementation of the SOI GPA Land Use Plan and the surrounding uses. (I-1 and I-2)	X		4.1, 8	
Comments:				
11.1.2 Develop a detailed master plan to phase the backbone transportation infrastructure in a logical manner. The master plan should address coordination with each of the Specific Plan’s master planning efforts and funding mechanisms, including cost sharing and future credits. (I-2)	X		4.1, 8	

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
Comments:				
11.1.3 Implement hierarchy of roadways and roadway classifications, as shown in Figure 4-15, Figure 4-16, and Figure 4-17 of the SOI GPA, that provides for efficient movement of regional through traffic and also protects the residential neighborhoods from intrusion of through traffic. (I-2)	X		4.1	
Comments:				
11.1.4 Reserve adequate rights-of-way for roadways to implement the hierarchy of local roads within the Sphere of Influence that is consistent with the planned land uses. (I-30)	X		4.1	
Comments:				
11.1.5 The plan establishes safe and efficient truck routes that minimize exposure to noise sensitive land uses and reduce other adverse impacts to adjacent land uses (see Figure 4-18 – SOI GPA). (I-2)	X		4.1	
Comments:				
11.1.6 The Specific Plan considers the development of high-capacity, regional traffic serving facilities in the east-west and north-south direction through the Sphere of Influence, such as Edison Avenue, Euclid Avenue, Archibald Avenue, and Milliken Avenue. (I-2)	X		4.1	
Comments:				
11.1.7 The Specific Plan identifies appropriate intelligent transportation system (ITS) elements to be incorporated into the Sphere of Influence’s transportation infrastructure. The ITS elements include such technologies as changeable message signs, closed circuit television, highway advisory radio, loop detectors, fiber optic communications connections, and links to regional traffic management centers. (I-2)				X
Comments: The City of Ontario is the entity responsible for ITS.				
11.1.8 The Specific Plan incorporates a “Transitional Roadway Plan” that minimizes agricultural vehicle-urban vehicle conflicts, minimizes agricultural vehicles’ impact on non-agricultural uses, and transitions the Sphere of Influence’s roadways from agricultural oriented to urban oriented. (I-2)				X
Comments:				
11.1.9 The Specific Plan augments and implements the comprehensive Citywide Traffic Model within the Sphere of Influence area to reflect the Sphere of Influence land uses and the proposed circulation system. (I-13)	X			

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
Comments: Per the project EIR traffic study.				
11.2.1 The Specific Plan maintains a level of service not to exceed LOS D for intersections during the peak hours. (I-10)	X			
Comments: Per the project EIR traffic study.				
11.2.2 The Specific Plan maintains a peak period level of service not to exceed LOS D for collector and arterial roadways. (I-10)	X			
Comments: Per the project EIR traffic study.				
11.2.3 The Specific Plan maintains a peak period level of service not to exceed LOS C for residential streets. (I-10)	X			
Comments: Per the project EIR traffic study.				
11.3.1 Coordinate with Riverside County and Caltrans to ensure the timely design and implementation of the Galena Interchange on the I-15 Freeway. (I-40)				X
Comments: The City of Ontario is the entity responsible for coordinating with Riverside County and Caltrans on transportation and implementation.				
11.3.2 Coordinate with Caltrans and monitor traffic growth around freeway interchanges to determine the need, timing, and design for ramp improvements and additional right-of-way needs at the Route 60 Freeway interchanges. (I-40)				X
Comments: The City of Ontario is the entity responsible for coordination with Caltran and monitoring growth.				
11.3.3 Actively support the County of San Bernardino's Congestion Management Plan. (I-40)				X
Comments: The City of Ontario is the entity responsible for coordination with the County of San Bernardino on the Congestion Management Plan.				
11.3.4 Support and implement locally applicable portions of the Regional Mobility Plan and Air Quality Management Plan. (I-40)				X
Comments: The City of Ontario is the entity responsible for implementing portions of the Regional Mobility Plan and Air Quality Management Plan.				
11.3.5 Coordinate the development of the Sphere of Influence's circulation plan with adjacent jurisdictions and regional agencies, including City of Chino to the west and Riverside County to the east and south, for proper future connectivity and service to regional trips. (I-40)				X
Comments: The City of Ontario is the entity responsible for coordinating the development of the NMC Circulation Plan with adjacent jurisdictions.				
11.3.6 Specific Plans for proposed developments within the SOI shall not be approved and adopted until such time as the San Bernardino County Congestion Management Program Traffic Impact Analysis (CMP TIA) for the Sphere of Influence General Plan Amendment				X

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
has been completed and approved. This CMP TIA shall identify improvement measures to mitigate impacts of the traffic generated by the Sphere of Influence on transportation systems in the City of Ontario, the unincorporated San Bernardino County and all neighboring cities, which fall within the five-mile radius (designated impact area) of the Sphere of Influence boundaries, per CMP TIA guidelines. (I-10)				
Comments: The City of Ontario is the entity responsible for approving Specific Plans within the NMC.				
<p>11.3.7 The Specific Plan includes separate traffic and circulation studies to:</p> <ul style="list-style-type: none"> • Assess internal circulation system need and to develop a traffic circulation plan for the Specific Plan area; • Identify regional transportation infrastructure connectivity requirements; and • Identify specific traffic impacts related to the buildout of the Specific Plan on the surrounding areas (outside the Specific Plan) and to identify traffic improvement measures to mitigate these impacts. (I-7) 	X			
Comments: Per project EIR traffic study.				
11.3.8 Circulate all relevant traffic and circulation studies prepared for proposed Specific Plan developments within the Sphere of Influence area to all neighboring local jurisdictions that may be potentially impacted by the traffic generated from the buildout of the Specific Plan's land uses. (I-47)				X
Comments: The City of Ontario is the entity responsible for the circulation of all relevant traffic and circulation studies to neighboring jurisdictions.				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
<p>11.3.9 For the following arterial segments outside the Sphere of Influence:</p> <ul style="list-style-type: none"> • Euclid Avenue—Riverside Drive to Philadelphia Street • Grove Avenue—Saint Andrews Street to 4th Street • Vineyard Avenue—Riverside Drive to Route 60 • Archibald Avenue—Riverside Drive to Philadelphia Street • Haven Avenue—Creekside to Route 60; Mission Boulevard to Airport Drive • Milliken Avenue—Riverside Drive to Mission Boulevard <p>Provide additional through-traffic lanes by:</p> <ul style="list-style-type: none"> • widening the roads to accommodate the ultimate number of lanes designated in the General Plan; • modifying functional classification for arterials to accommodate additional traffic lanes; • restriping; and • using parking restrictions and other measures, where feasible. (I-16) 				X
Comments: Not within the Specific Plan project boundary.				
11.4.1 Require each major development phase or Specific Plan to develop a master plan of streets and conduct a comprehensive traffic impact study, as appropriate. (I-2, I-7 and I-10)	X			
Comments: Per the project EIR traffic study.				
11.4.2 As condition of development for each planning area, require that proper connecting facilities and capacity be provided to the regional transportation system to minimize impacts to existing roadways. (I-10)	X		4.1	
Comments:				
11.4.3 Require that development within the Sphere of Influence be consistent with the provisions of the County-wide Congestion Management Program. (I-10)	X			
Comments: Per the project EIR.				
11.4.4 The Specific Plan prohibits future development from providing backout driveways onto arterial roadways. (I-10)	X		4.1	
Comments:				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
11.4.5 The Specific Plan discourages future development from providing backout driveways onto collector roadways. (I-10)	X		4.1	
Comments:				
11.4.6 The Specific Plan considers the use of alley ways (20 feet recommended width) to add flexibility to frontage designs and assist in the creation of more pedestrian oriented front areas. (I-10)	X		4.1	
Comments:				
11.4.7 The Specific Plan promotes development of local street patterns that create and unify neighborhoods, rather than divide them, through the following means: <ul style="list-style-type: none"> • local street patterns should provide access between subdivisions within a neighborhood, with the exception of through traffic which should be directed onto major and secondary arterials; and • the local street system should be logical and understandable for the user. Creation of circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials should be avoided. (I-10) 	X		4.1	
Comments:				
11.4.8 The Specific Plan includes measures requiring developers to provide all required onsite infrastructure and contribute their proportional share to offsite improvements. (I-30, I-31 and I-32)	X		4, 8	
Comments:				
11.4.9 The Specific Plan includes an impact fee system in order to offset the cost of transportation required by new development. (I-28)	X			
Comments: The developer will participate in the adopted development impact fee program.				
11.4.10 Consider whether it is appropriate to establish a transportation benefits district. (I-29)	X			X
Comments: The City of Ontario has not established the T.B.D.				
11.5.1 The Specific Plan includes a comprehensive Transportation Mobility Plan to improve the movement of pedestrians, bicyclists, public transit, truck and automobile, freight, passenger rail, etc., within the Sphere of Influence. (I-2)		X	4.1	
Comments:				
11.5.2 The Specific Plan integrates the Transportation Mobility Plan with the Congestion	X			

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
Management Planning process to identify and develop necessary transportation services, and assist land use and urban design decision making. (I-10)				
Comments: Per the Project EIR.				
11.5.3 The Specific Plan promotes a variety of transportation modes. (I-2 and I-10)	X		4.1	
Comments:				
11.5.4 The Specific Plan explores the possibility of developing transit centers within the appropriate Specific Plan areas such as the Town Center, educational campus, and adjacent to the Regional Centers along Milliken Avenue and Euclid Avenue. (I-10)		X	4.1	
Comments: The Specific Plan will be in accordance with the New Model Colony transit plan when approved.				
11.5.5 Analyze cost/benefit ratios in determining future publicly financed transportation improvements. (I-30)				X
Comments: The City of Ontario will analyze the cost benefit ratios when determining future publicly financed transportation improvements.				
11.5.6 Consult and coordinate with the various transit agencies in order to bring about improved transit service to the Sphere of Influence. (I-40)				X
Comments: The City of Ontario is the entity responsible for coordinating with various transit agencies.				
11.5.7 Through coordination with transit agencies, the Specific Plan provides transit friendly design with the objective of maximizing the potential for transit use. (I-7)				X
Comments: The City of Ontario is the entity responsible for coordinating with various transit agencies.				
11.5.8 The Specific Plan includes provisions requiring development to fund transit facilities, such as transit centers, bus shelters and turnouts, where feasible. (I-10)	X		4.1	
Comments:				
11.5.9 The Specific Plan includes provisions requiring that development provide for transit-friendly features such as buildings located close to streets, bus amenities, etc. (I-10)	X		4, 5, 6	
Comments:				
11.5.10 The Specific Plan encourages the development of connections with commuter rail stations in the vicinity of the Sphere of Influence. (I-40)				X
Comments: There are no commuter rail stations in the vicinity of the Plan area.				
11.6.1 The Specific Plan encourages nonresidential developments to provide employee incentives for using alternatives to the conventional single occupant automobile (i.e., carpools, vanpools, buses, bicycles, walking, telecommuting, etc.). (I-10 and I-14)				X

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
Comments: City to implement this policy.				
11.6.2 The Specific Plan supports national, state, and regional legislation directed at encouraging the use of carpools and vanpools. (I-40)	X			
Comments: Per condition of approval on non-residential development plans.				
11.6.3 The Specific Plan encourages the establishment of Transportation Management Associations (TMAs) within the commercial and industrial areas of the Sphere of Influence. (I-10)				X
Comments: The City of Ontario is the entity responsible for promoting effective transportation modes and implementing TMAs within the NMC.				
11.6.4 The Specific Plan promotes the use of alternative transportation modes to the single occupancy vehicle within the Sphere of Influence, such as carpooling, bus and rail transit, and explores the feasibility of linking such systems with other regional transportation systems. (I-7, I-14, I-40 and I-49)	X		4.1	
Comments:				
11.6.5 The Specific Plan promotes ridesharing through publicity and provision of information to the public. (I-49)	X			
Comments: Per the project EIR.				
11.6.6 The Specific Plan encourages the preservation and development of freight and passenger/commuter rail that occur or would occur in the region. (I-40)				X
Comments: The City of Ontario is the entity responsible for encouraging the preservation and development of freight and passenger/commuter rail.				
11.6.7 The Specific Plan encourages a telecommunications center within the planning area to reduce vehicle miles traveled. (I-7 and I-10)		X	5.5	
Comments: The Specific Plan encourages live/ work units.				
11.6.8 Develop a program for traffic signal coordination and synchronization for the arterial street system in coordination with and connecting to the City's signal system. (I-16 and I-30)	X			
Comments: Per the project EIR traffic study.				
11.7.1 The Specific Plan requires parking to be consolidated along parkways, arterials, and pertinent collectors, eliminating the number of ingress and egress points. Prime candidate locations for consolidated parking are the "Neighborhood Centers", "Town Center", "Business Parks", and "Regional Centers". (I-7 and I-10)		X	5.5	
Comments:				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
11.7.2 The Specific Plan requires that sufficient and secure bicycle parking be provided in all parking areas. (I-10)	X			
Comments: Per Tentative Tract Map approvals.				
11.7.3 The Specific Plan promotes sharing of off-street parking facilities. (I-7 and I-10)	X		5.5	
Comments:				
PART III: AESTHETIC, CULTURAL, OPEN SPACE & RECREATIONAL RESOURCES				
12.1 Parks & Open Space				
12.1.1 Provide a minimum 509 acres of parkland consisting of a mix of mini, neighborhood, community, and “Village Green” facilities to achieve a standard of 5 acres of parkland per 1,000 residents. The actual park acreage may vary as a result of future modifications of the City standards. (I-10 and I-34)	X		3, 4.6	
Comments: The Specific Plan will meet or exceed required park/ open space requirements.				
12.1.2 Update the Parks and Bike Trail Master Plan to provide specific criteria and guidelines for the siting, design, and programming of parks and recreational facilities. Consider the following when creating the criteria for acquiring or receiving dedicated parkland: <ul style="list-style-type: none"> the usability of proposed parklands and the ease of accessibility for future users; and balance of passive and active recreational opportunities and facilities designed to meet the existing and future needs of all user groups. (I-3) 				X
Comments: The City of Ontario is the entity responsible for updating the Parks and Bike Trail Master Plan.				
12.1.3 The Specific Plan incorporates a comprehensive and unified parks and recreation plan that: <ul style="list-style-type: none"> identifies mini, neighborhood, and community park sites in accordance with the service standards and updated Parks and Bike Trail Master Plan criteria; integrates neighborhood parks with Neighborhood Centers and schools (see Figure 5-2); links parks by pedestrian greenway and bike trail networks (see Figure 5-3); incorporates passive and active recreational uses as specified in the Parks and Bike Trail Master Plan; and defines a park acquisition and improvement financing plan. (I-3 and I-34) 		X	4	
Comments:				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
12.1.4 The Specific Plan encourages: <ul style="list-style-type: none"> • golf course site(s) be developed in the Sphere of Influence; • school and park facilities be located in a manner that permits shared use of auditoriums, playing fields, and so on; • public facilities (auditoriums, amphitheaters, day-care centers, public meeting rooms) be integrated into park design; and • drainage channels be developed as an open space amenity. (I-3, I-7, and I-47) 		X	4, 6, 7	
Comments:				
12.1.5 The Specific Plan requires Subarea 22 (Town Center) to locate park(s) and/or public open space along the lake, if the lake is developed. (I-7)				X
Comments: The Rich-Haven Specific Plan is not within the boundaries of subarea 22.				
12.1.6 The Specific Plan requires that Subarea 16 and Subarea 17 identify sites for the development of a linear “Village Green” park. The Village Green will act as a recreational focal point serving the entire Sphere of Influence. The Village Green shall incorporate a diversity of passive and active uses including athletic fields, picnic areas, botanical gardens, museums, and performance venues. (I-7)				X
Comments: The Rich-Haven Specific Plan is not within the boundaries of subarea 16 or 17.				
12.1.7 The Specific Plan requires that residential neighborhoods located next to a park provide pedestrian greenway and bike trails to the park. (I-7 and I-10)	X		3, 4, 5, 7	
Comments:				
12.1.8 The Specific Plan encourages storm drainage detention basins to be designed to accommodate passive and active recreational uses during the dry periods (see Figure 5-4 SOI GPA). (I-7 and I-10)				X
Comments: The Plan does not propose the development of permanent detention basins.				
12.1.9 The Specific Plan requires the use of extensive landscaping along street frontages. Landscaping elements should include tree and plant specimens currently found within the Sphere of Influence. (I-7 and I-10)	X		4.1, 7.1, 7.2	
Comments:				
12.1.10 The Specific Plan requires the dedication and development of future community and neighborhood park sites before a significant proportion of the new population to be served by the park exists. (I-7 and I-10)		X	3, 7.4, 8.3	

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
Comments: Parks will be developed in conjunction with the phasing plan.				
12.1.11 The Specific Plan requires that new multi-family residential developments of five or more units provide recreational or open space facilities onsite and contribute appropriate fees that aid in the public development of other facilities to offset additional demands generated by their resident population. (I-7 and I-10)	X		5.4	
Comments: The developer will participate in the adopted impact fee program.				
12.1.12 The Specific Plan requires that large-scale commercial developments, such as the Town Center, Community Centers, and Regional Centers, provide open space facilities within the development for passive or active recreation or contribute fees for the public development of such uses. (I-7 and I-10)	X		5.5, 6.5	
Comments:				
12.1.13 The Specific Plan encourages industrial and business parks to incorporate employee recreational facilities within their developments or contribute fees for the public development of such uses. (I-7 and I-10)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for industrial and/or business park use.				
12.1.14 The Specific Plan encourages agricultural industry representatives and local university(ies) to provide educational and recreational programs that reflect the Sphere of Influence's agricultural history. (I-50)				X
Comments: City to implement this policy.				
13.1.1 The Specific Plan incorporates a comprehensive network of greenways, pedestrian paths, and bike trails (see Figures 5-3 and 5-5 – SOI GPA), linking the Town Center, educational campus (if developed), Regional Centers, Community Commercial, Neighborhood Centers, "Village Green," neighborhood parks, and schools. (I-7 and I-10)	X		4.1	
Comments:				
13.1.2 Require developments to link their internal trail system with the surrounding Sphere of Influence network. (I-7 and I-10)	X		4.1	
Comments:				
13.1.3 The Specific Plan encourages infrastructure rights-of-ways or easements to be designed and developed to accommodate trails and bikeways where feasible and where compatible with the intended primary use. (I-47)	X		4.1	
Comments:				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
13.1.4 The Specific Plan includes provisions providing for joint use of SCE easement-owned rights-of-way for trails and bikeways where feasible and compatible with the intended primary use. (I-10 and I-47)	X		4.1	
Comments:				
13.1.5 The Specific Plan includes provisions providing for joint use SCE's fee-owned rights-of-way for trails and bikeways where feasible and compatible with SCE's secondary land use licensing program. (I-10 and I-47)	X		4.1	
Comments:				
13.1.6 Work with the surrounding jurisdictions to ensure trail connections between the Sphere of Influence and other regional recreational destinations or amenities. (I-51)				X
Comments: The City of Ontario is the entity responsible for coordinating with the surrounding jurisdictions to ensure trail connections.				
14.1.1 The Specific Plan includes measures to extensively landscape Euclid Avenue, Grove Avenue, Vineyard Avenue, Archibald Avenue, Milliken Avenue, and Edison Avenue by the use of "enhanced parkways" with landscaped medians and rights-of-way (see Figure 5-3 – SOI GPA). (I-7 and I-10)	X		4.1	
Comments:				
14.1.2 The Specific Plan requires that comprehensive street tree and landscape plans be established to uniquely identify parkways, neighborhoods, centers, and districts. (I-7)	X		4.1, 7.1, 7.2	
Comments:				
14.1.3 Landscaping within the public medians and rights-of-way as well as along the private developments' street frontage is well designed and properly maintained, minimizes water usage, and maximizes visual continuity while permitting individual expression. (I-25)	X		4.1, 7.1, 7.2, 8.5	
Comments:				
14.1.4 The Specific Plan requires that the individual developments transition their landscaping with the neighboring properties' landscaping, thereby enhancing visual continuity along streets. (I-10)	X		7	
Comments:				
14.1.5 The Specific Plan requires that view corridors be provided from public places towards the San Gabriel Mountains, where possible. (I-7)	X		7	
Comments:				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
15.1 Historic and Cultural Resources				
15.1.1 Validate the location of pending historical resources. (I-10)	X			
Comments: Per the project EIR.				
15.1.2 The Specific Plan includes provisions requiring all development projects, including infrastructure construction, to conduct Phase I surveys and resource investigations in accordance with CEQA requirements to determine if additional cultural, historic, or archaeological resources are located within their area. If the development project involves the use of federal funds, conduct the study in accordance with federal requirements. File all site records, survey reports, etc. with the San Bernardino County Museum Archaeological Information Center. (I-10)	X			
Comments: Per the project EIR.				
15.1.3 The Specific Plan includes provisions requiring all development projects to conduct Phase II evaluation studies (for archaeological resources and standing structures in accordance with CEQA requirements) if necessitated by the Phase I studies' findings. If the development project will involve the use of federal funds, conduct the study in accordance with federal requirements. File all site records, survey reports, etc. with the San Bernardino County Museum Archaeological Information Center. (I-10)	X			
Comments: Per the project EIR.				
15.1.4 The Specific Plan includes provisions requiring development projects to propose avoidance or preservation plans for any archaeological or historic site, as necessary. (I-10)	X			
Comments: Per the project EIR.				
15.1.5 The Specific Plan includes provisions requiring new development to be compatible with adjacent archaeological sites or historical structures in terms of buffering, scale, massing, and building materials, as necessary. (I-10)	X			
Comments: Per the project EIR.				
15.1.6 Conduct an intensive archaeological field survey under the supervision of a Society of Professional Archaeologists (S.O.P.A.) certified archaeologist for each proposed project not previously surveyed within the past ten years. A technical report following format and content guidelines proposed by the Office of Historic Preservation must be completed. (I-10)	X			
Comments: Per the project EIR.				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
15.1.7 The Specific Plan includes provisions requiring that each project resulting in an adverse impact on a known significant resource prepare an appropriate planning approach to reduce the impact to a level of insignificance. (I-10)	X			
Comments: Per the project EIR.				
15.1.8 The Specific Plan includes provisions requiring that a qualified archaeologist be retained in order to monitor the grading, identify any cultural resources that may be exposed, complete a preliminary evaluation of the resource, and recommend appropriate resource management for the treatment of the resource. (I-10)	X			
Comments: Per the project EIR.				
16.1 Libraries				
16.1.1 The Specific Plan includes provisions requiring that library site(s) be developed within the Neighborhood Centers and Town Centers, and near transit facilities, bike paths, and pedestrian paths. (I-7)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for a Town Center. A Neighborhood Center is proposed in the West-Haven Specific Plan.				
16.1.2 The Specific Plan encourages consolidation of public facilities, thereby creating “mini civic centers” comprised of police station(s), library(ies), fire stations, schools, parks, and administrative offices, etc. (I-7)		X	5.5	
Comments: Public facilities are allowed in the mixed-use area.				
16.1.3 Construct a minimum of 61,107 square feet library facilities in order to provide the estimated 101,845 Sphere of Influence residents with adequate library facilities based on the City’s current standard of 0.6 square feet per resident, or as modified to reflect technology. (I-10 and I-30)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for library uses.				
16.1.4 The Specific Plan encourages the installation of new technology including a fiber optic network for telecommunications. (I-22)		X	4.6.6	
Comments:				
16.1.5 The Specific Plan encourages the joint use of school libraries and public library facilities. (I-47)				X
Comments: The General Plan does not designate the Rich-Haven Specific Plan for library uses.				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
PART IV: NATURAL RESOURCES				
17.1 Aggregate Resources				
17.1.1 Identify the locations of aggregate resources and coordinate their location with the appropriate land use designations. (I-19 and I-23)	X			
Comments: Per project EIR.				
18.1 Biological Resources				
18.1.1 Work with and encourage the Army Corps of Engineers, Chino Basin SAPA, and County Flood Control to retain a minimum of 160 acres of surface water in the El Prado Basin. This water shall serve as the habitat mitigation for waterfowl to offset the discontinued use of State mandated dairy manure water retention basins. (I-36 and I-47)	X			
Comments: Per the project EIR.				
18.1.2 Ensure that development projects proposed for areas that support and retain waterfowl and raptor habitat: <ul style="list-style-type: none"> • incorporate fences, walls, vegetative cover, or other measures to buffer waterfowl areas from the built environment; • locate and design roads and utilities in such a manner that they will not conflict or impact habitat areas; and • permit only the following uses: <ul style="list-style-type: none"> ◆ educational and research facilities (excluding buildings); ◆ passive (non-motorized, non-consumptive) recreation; ◆ trails on public land(s) if located outside of an undeveloped buffer zone; ◆ fish and wildlife management activities; and ◆ flood control projects where no other viable methods are available to protect the public safety. (I-7 and I-10) 	X			
Comments: Per project EIR.				
18.1.3 The Specific Plan includes measures to ensure that development projects that incorporate onsite mitigation for the loss of existing waterfowl and raptor habitat: <ul style="list-style-type: none"> • are reviewed by a City-approved biologist who conducts an onsite assessment to 	X			

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
<p>determine whether the mitigation is sufficient based upon the quality, location, or size of the area to be lost;</p> <ul style="list-style-type: none"> • include a Biological Assessment Report that addresses the proposed project’s impact on state and federally listed and candidate plants and animals; California Department of Fish and Game Special Animals; waterfowl or raptor habitat and any other special interest species or communities identified in the General Plan Analyses of Existing Conditions and Trends Report, or those hereafter named by state or federal trustee agencies; • assess project conformance to specific habitat objectives described above; • identify mitigation measures necessary to eliminate significant adverse impacts to sensitive biological resources; and • define a program for monitoring and evaluating the effectiveness of the specified mitigation measures. (I-7 and I-10) 				
Comments: Per project EIR.				
18.1.4 Periodically update the Biological Habitat Map (see Figure 6-5 – SOI GPA) and data base to maintain current information regarding waterfowl and raptor habitat. (I-6 and I-41)				X
Comments: The City of Ontario is the entity responsible for periodically updating the Biological Habitat Map.				
18.1.5 The Specific Plan includes sufficient technical data to enable an adequate assessment of the potential for impacts on biological resources. Such technical data shall include species lists, habitat use, acreage of habitat, and descriptions of any vegetation. (I-7 and I-10)	X			
Comments: Per project EIR.				
18.1.6 The Specific Plan assesses impacts on local biological resources and recommends appropriate mitigation measures, if necessary, to account for specific development characteristics or site conditions that are not adequately addressed by the Sphere of Influence General Plan Environmental Impact Report. (I-7 and I-10)	X			
Comments: Per project EIR.				
18.1.7 The Specific Plan includes provisions encouraging development plans take all reasonable measures to avoid creating significant impacts. (I-7 and I-10)	X			
Comments: Per project EIR.				
18.1.8 The Specific Plan includes provisions encouraging development plans take all reasonable measures to avoid altering the biological integrity. Reasonable measures may include, but are not limited to, vegetative restoration, control of alien plants and animals, and use of	X			

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
landscaping buffers. (I-7 and I-10)				
Comments: Per project EIR.				
18.1.9 The Specific Plan includes provisions for enhancing the ponded areas adjacent to the flood control channel (i.e., planting native trees to serve as buffers). (I-36)	X			
Comments: Per project EIR.				
18.1.10 The Specific Plan includes provisions requiring dedicated open space easements as a condition of approval for development projects proposed adjacent to waterfowl and raptor habitat areas that are voluntarily retained in the Sphere of Influence. These open space easements shall assure that the biological habitats are buffered and protected from degradation and shall be used only for passive recreational/educational purposes. (I-7 and I-10)	X			
Comments: Per project EIR.				
18.1.11 Ensure that development projects located adjacent to waterfowl or raptor habitat areas that are voluntarily retained in the Sphere of Influence: <ul style="list-style-type: none"> • Maintain a 100-foot buffer (minimum) from the edge of the habitat on the subject property; • maintain connection to other preserved habitats, where they exist; and • dedicate open space easements to the City, homeowner associations, or other responsible party. (I-7 and I-10) 	X			
Comments: Per project EIR.				
18.1.12 Establish an onsite “Wildlife Habitat” or Waterfowl and Raptor Conservation Area (WRCA) in the areas adjacent to the Chino Basin Flood Control Ponds located to the south of Chino Avenue, west of Archibald Avenue, north of Schaefer, and east of Whispering Lakes Lane consisting of approximately 145 acres adjacent to the 85 acres of existing county-owned detention basins. (I-6) <i>Refer to p. 6-27, SOI GPA for a complete discussion on the two approaches to establishing the WRCA.</i>	X			
Comments: Per project EIR.				
18.2 Recovery of Delhi sands flower-loving fly				
18.2.1 Monitor the efforts of the Department of Fish and Wildlife to study the recovery of the Federally listed Delhi sands flower-loving fly. Assess the impacts of recovery	X			

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
recommendations for development in the Sphere of Influence. (I-5 and I-47)				
Comments: Per project EIR.				
18.2.2 The City shall cooperate with the U.S. Fish and Wildlife Service in the following ways to mitigate potential impact to the DSFLF: <ul style="list-style-type: none"> cooperate with USFWS to ensure, through the Specific Plan Process, that potential recovery areas are appropriately mitigated; establish a standard for buffers for protecting DSFLF restoration areas, in cooperation with USFWS; and work with rights-of-way owners and USFWS to explore the possibility of creating DSFLF habitat within these undeveloped strips. (I-5 and I-47) 				X
Comments: The City of Ontario is the entity responsible for coordination with the U.S. Fish and Wildlife Service.				
18.3 Increased public awareness of local biological resources				
18.3.1 Sponsor or co-sponsor “balanced” educational programs that: <ul style="list-style-type: none"> promote awareness of local biological resources; inform about protection and preservation programs; foster community attitudes and behaviors that help protect local plants and wildlife; and encourage community involvement in protection programs. (I-50) 				X
Comments: The City of Ontario is the entity responsible for co-sponsoring “balanced” educational programs.				
PART IV: HAZARDS				
19.1 Geologic and Seismic Hazards				
19.1.1 The Specific Plan includes requirements to validate the presence of unstable soils, areas of liquefaction potential, unique geological features, and shallow water tables. (I-13)	X			
Comments: Per project EIR.				
19.2.1 Create “investigation requirements” or special study requirements that will be mandated for projects proposed in potential liquefaction zones. Modify the City’s Municipal Code, consistent with the current Uniform Building Code requirements, to reflect investigation requirements. (I-8)	X			

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
Comments: Per project EIR.				
19.2.2 Identifies the location and type of utilities within the area and identify emergency procedures in case of breaks, rupture, or other disruption. (I-8)	X			
Comments: Per project EIR.				
19.3.1 Determine portions of the Sphere of Influence are subject to subsidence. (I-13)	X			
Comments: Per project EIR.				
19.3.2 Update planning (including setbacks requirements), building (including design considerations), grading, and engineering requirements, as necessary, to protect life and property located near potential subsidence and fissure zones. (I-8)				X
Comments: The City of Ontario is the entity responsible for updating planning, building, grading, and engineering requirements, as necessary.				
20.1 Protection from Fire Hazards				
20.1.1 Requires two viable points of ingress and egress from development projects. (I-10)	X			
Comments: Per the project EIR.				
20.2.1 The Specific Plan includes procedures to ensure that manure storage practices are not conducive to the generation of fires due to spontaneous combustion. (I-43)	X			
Comments: Per project EIR.				
21.1 Dust, Wind and Blow Sand				
21.1.1 The Specific Plan requires that structures be sited and designed to prevent adverse funneling of wind on site and on adjacent properties. (I-8 and I-10)	X			
Comments: Per project EIR.				
21.2.1 The Specific Plan requires provisions to construction for adherence to Soil Erosion Control Area or City-mandated dust control programs. (I-26)	X			
Comments: Per project EIR.				
21.2.2 The Specific Plan requires that technical information and mitigation methods examples regarding wind blown sand are available to the general public. (I-18)	X			
Comments: Per project EIR.				
21.2.3 The Specific Plan provides provisions to coordinate with other jurisdictions to maximize wind blown sand control planning. (I-47)	X			

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
Comments: Per project EIR.				
22.1 Soils				
22.1.1 The Specific Plan requires that geologic deposit technical information, erosion potential identification methods, and erosion control examples are made available to developers. (I-18)	X			
Comments: Per project EIR.				
22.1.2 The Specific Plan requires that soils engineering problem information, identification methods, and mitigation method examples are made available to developers. (I-18)	X			
Comments: Per project EIR.				
22.1.3 The Specific Plan includes provisions requiring proposed development projects to determine if the project would be located in or near areas with significant erosion potential or soil engineering problems. Require proposed project applications to include a detailed discussion regarding the types of soil and locations, erosion potential or soil engineering problems, and erosion control plans. Mitigation plans must address methods to be used during all phases of project development, implementation, and operation. (I-23)	X			
Comments: Per project EIR.				
22.1.4 The Specific Plan requires establishment and implementation of a procedure to be used to evaluate the suitability of developer proposed erosion control methods. (I-8)	X			
Comments: Per project EIR.				
22.1.5 The Specific Plan includes provisions requiring development applicants to certify that all deleterious materials, particularly organic residue from dairy, farming, or agricultural activity, have been removed, properly disposed, and will not impact the development during the project's life. (I-10)	X			
Comments: Per project EIR.				
22.1.6 The Specific Plan requires creation (pulled together from existing materials) of a Grading and Geotechnical Investigation Standards manual that will be available to developers and consultants in order to ensure the minimum proper soils engineering and engineering geologic study for all sites where grading will occur. Together these standards and policies should effectively mandate proper studies before development approval, in which grading, foundations, and slope stability would be analyzed and any potential hazards identified. Mitigation of the potential hazards would occur through the proper application of	X			

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
recommendations arising from these studies. Topics shall include but not necessarily be limited to soils engineering and foundations, slope stability, erosion, liquefaction/dynamic settlement, shallow groundwater, and fault location/activity. This manual shall be available at the permit stage prior to initial feasibility and design studies in order to enhance (streamline) the development review and environmental review processes. (I-18)				
Comments: The City of Ontario is the entity responsible for the preparation of the Grading and Geotechnical Investigation Standards manual.				
22.2.1 Determine if the manure stockpiles have the potential to create a nuisance, structural, or groundwater contamination problems. If so, require proper mitigation. (I-7)	X			
Comments: Per project EIR.				
23.1 Hazardous Materials & Waste				
23.1.1 Require Phase I Environmental Assessments for the presence of hazardous materials prior to the demolition of any buildings or the construction of new development on any properties within the Sphere of Influence. If hazardous materials are found, implement measures for their safe removal or containment, meeting applicable regulatory standards, prior to demolition of affected structures and/or construction on the affected areas. (I-10)	X			
Comments: Per project EIR.				
23.1.3 Require projects to comply with policies set forth in the City of Ontario General Plan regarding the handling, transporting, treating, generating, and storage of hazardous materials. (I-10)	X			
Comments: Per project EIR.				
24.1 Noise				
24.1.1 Monitor and update available data regarding the community's existing and projected ambient and stationary noise levels as show on Figures 7-4 and 7-6 of the SOI GPA. (I-13)				X
Comments: The City of Ontario is the entity responsible for monitoring and updating data on noise levels.				
24.2.1 Site housing, health care facilities, schools, libraries, religious facilities, and other "noise sensitive" land uses in areas where existing or future noise levels are below an Ldn of 60 dB(A) exterior and an Ldn of 45 dB(A) interior limits. (I-7 and I-10)	X			
Comments: Per the project EIR.				
24.2.2 The Specific Plan permits the locations of commercial, industrial, and recreational uses in areas where the ambient noise levels exceed an Ldn of 60 dB(A) if they are able to reduce the interior noise levels to within the 45 dB(A) Ldn level. (I-7)	X			

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
Comments: Per the project EIR.				
24.2.3 The Specific Plan requires that: <ul style="list-style-type: none"> • dining and other high noise-generating entertainment uses in commercial areas are not located directly adjacent to any residences, schools, health-care facilities, or other “noise sensitive” land uses; and • the entertainment and restaurant/bar uses’ outdoor dining areas, waiting areas, entries, and kitchens are located in such a manner that the noise levels emanating from these uses are not discernible from ambient noise levels at a distance of fifty (50) feet from the establishment in which it is being conducted or within ten (10) feet of any residence (whichever is more restrictive). (I-7) 	X			
Comments: Per the project EIR.				
24.2.4 The Specific Plan requires that the facilities for active recreational uses that are likely to draw cheering crowds, elicit loud play, or have amplified game announcements (i.e., stadiums, soccer fields, tennis courts, basketball courts, etc.) be located within the park’s interior and away from surrounding residential and “noise sensitive” uses. (I-7)	X			
Comments: Per the project EIR.				
24.2.5 The Specific Plan requires educational, recreational, commercial, and industrial land uses (including educational campuses, parks, stadiums, and public event facilities) be designed in such a manner that: <ul style="list-style-type: none"> • locate and orient vehicle access points away from residential and/or noise sensitive parcels; • locate loading and shipping facilities away from adjacent noise sensitive uses; • incorporate structural building materials that mitigate sound transmission; • minimize the use of outside speakers and amplifiers; • configure interior spaces to minimize sound amplification and transmission; and • incorporate fences, walls, landscaping, and other noise buffers and barriers between incompatible uses, as appropriate. (I-7) 	X			
Comments: Per the project EIR.				
24.2.6 The Specific Plan requires mixed-use buildings: <ul style="list-style-type: none"> • be constructed soundly to prevent adverse noise transmission between differing uses or 	X		5.5	

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
<p>tenants located in the same commercial structure and individual dwelling units in multi-family residential structures; and</p> <ul style="list-style-type: none"> designed for concurrent commercial and residential uses to minimize to the greatest degree practicable (through design and construction techniques) the transfer or transmission of noise and vibration from the commercial land use to the residential land use. (I-10 and I-14) 				
Comments:				
<p>24.2.7 The Specific Plan requires that, prior to the issuance of grading permits, an Acoustical Analysis Report be submitted to the City Engineer by the project developer. The report shall:</p> <ul style="list-style-type: none"> describe the cumulative effect of road noise on surrounding land uses and recommend mitigation measures; describe in detail the interior and exterior noise levels for residential uses on the site and the specific design and mitigation features to ensure compliance with the City's noise criteria of 65 dB(A) CNEL for outdoor living areas and 45dB(A) CNEL in habitable rooms; specify the noise barriers' height, location, and types capable of achieving the desired mitigation effect; and identify those residential lots that may require mechanical ventilation to achieve interior noise standards. When the operable doors and windows are open for homes facing these roadways, the interior 45 dB(A) CNEL interior noise limit for these units may be exceeded. Therefore, a "windows closed" condition may be required for these units. Any proposed mechanical ventilation must meet the requirements of the Uniform Building Code (UBC) standard. It should be noted that the windows facing some roadways may be openable windows, but the homeowners would have the option to close the windows and still obtain adequate ventilation through the use of a mechanical ventilation system. This mechanical ventilation system shall supply two air changes per hour to each habitable room, including 20 percent (one-fifth) fresh make-up air obtained directly from the outdoors. The fresh air inlet duct shall be of sound attenuating construction and shall consist of a minimum of ten feet of straight or curved duct or six feet plus one sharp 90 degree bend. The City Engineer shall ensure that the Acoustical Analysis Report identifies any requirements for mechanical ventilation for individual onsite residential units. (I-7 and I-10) 	X			

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
Comments: Per project EIR.				
24.2.8 The Specific Plan requires that all prospective owners and occupants of residential units be formally notified prior to purchase, lease, or rental, that certain units (without windows and doors closed) and outdoor areas could be subject to noise levels above City standards for residential uses. Such notification shall be in language approved by the City Planning Department, and shall be formalized in written Covenants, Conditions, and Restrictions (CC&Rs) recorded on the title of each residential lot in the project. In addition, each advertisement, solicitation, and sales brochure or other literature regarding the project shall contain the approved notification language. (I-7 and I-10)	X			
Comments: Per project EIR.				
24.2.9 The Specific Plan limits construction in the Sphere of Influence to the hours of 7:00 AM to 7:00 PM Monday through Saturday, and prohibited on Sundays and Federal holidays. (I-7 and I-10)	X			
Comments: Per the project EIR.				
24.2.10 The Specific Plan requires all project construction vehicles or equipment, fixed or mobile, be equipped with properly operating and maintained mufflers. (I-7 and I-10)	X			
Comments: Per the project EIR.				
24.2.11 The Specific Plan requires that stockpiling and/or vehicle staging areas be located as far as practical from existing residential units on and off the project site. (I-7 and I-10)	X			
Comments: Per the project EIR.				
24.2.12 The Specific Plan requires to, whenever feasible, schedule the noisiest construction operations to occur together to avoid continuing periods of the greatest annoyance. (I-7 and I-10)	X			
Comments: Per the project EIR.				
25.1 Air Quality				
25.1.1 Continue to enforce the following: <ul style="list-style-type: none"> • During all construction activities, construction contractors shall use low emission mobile construction equipment where feasible to reduce the release of undesirable emissions. • During all construction activities, construction contractors shall encourage rideshare and transit programs for project construction personnel to reduce automobile emission. 	X			

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
<ul style="list-style-type: none"> • During all grading and site disturbance activities, construction contractors shall water active sites at least twice a day, and clean construction equipment in the morning and/or evening to reduce particulate emissions and fugitive dust. • During all construction activities, construction contractors shall, as necessary, wash truck tires leaving the site to reduce the amount of particulate matter transferred to paved streets as required by SCAQMD Rule 403. • During all construction activities, construction contractors shall sweep on and offsite streets if silt is carried to adjacent public thoroughfares, as determined by the City Engineer, to reduce the amount of particulate matter on public streets. • During all construction activities, construction contractors shall limit traffic speeds on all unpaved road surfaces to 15 miles per hour or less to reduce fugitive dust. • During grading and all site disturbance activities, at the discretion of the City Planner, construction contractors shall suspend grading operations during first and second stage smog alerts to reduce fugitive dust. • During grading and all site disturbance activities, at the discretion of the City Planner, construction contractors shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 miles per hour to reduce fugitive dust. • During all construction activities, the construction contractors shall maintain construction equipment engines by keeping them tuned. • During all construction activities, the construction contractors shall use low sulfur fuel for stationary construction equipment as required by AQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions. • During all construction activities, the construction contractors shall use existing onsite electrical power sources to the maximum extent practicable. Where such power is not available, the Contractor shall use clean fuel generators during the early stages of construction to minimize or eliminate the use of portable generators and reduce the release of undesirable emissions. • During all construction activities, the construction contractors shall use low emission, onsite stationary equipment (e.g., clean fuels) to the maximum extent practicable to reduce emissions, as determined by the City Engineer. • During all construction activities, the construction contractors, in conjunction with the City Engineer, shall locate construction parking to minimize traffic interference on local roads. • During all construction activities, the construction contractors shall ensure that all 				

Policy	Fully Complies	Partially Complies	S. P. Sec. No.	N/A
trucks hauling dirt, sand, soil, or other loose materials are covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer) in accordance with the requirements of the California Vehicle Code Section 23114 to reduce spilling of material on area roads. (I-14)				
Comments: Per the project EIR.				