



2. Introduction





2.0 Introduction

The Specific Plan is comprised of 539.7 gross acres designated as Planning Subarea 29 of the Ontario Ranch, within the City of Ontario. The Specific Plan area illustrated in Exhibit 2, Vicinity Map, is bounded by Eucalyptus Ave. on the north, Haven Ave. on the east, County Line Channel on the south, and Cucamonga Channel and Archibald Ave. on the west. The Specific Plan is a comprehensive plan proposed by SL Ontario Development Company, Richland Communities, Inc, and Brookfield Homes, for the development of residential neighborhoods designed to reflect the small town character of older established communities.

The Specific Plan also includes a commercial site, parks, and school uses. The Specific Plan establishes Development Standards and Design Guidelines for a commercial land use area within Planning Subarea 29.

It should be noted that use of the term “Park Place” throughout this document applies only to the SL Ontario Development Company ownership.

2.1 PURPOSE AND OBJECTIVES

2.1.1 PURPOSE

The Subarea 29 Specific Plan serves to implement the City’s Policy Plan (General Plan) for the project site and provides zoning regulations for development of the project site by establishing permitted land use, development standards, infrastructure requirements, and implementation requirements for development. A comprehensive set of design guidelines and development regulations are included to guide and regulate site planning, landscape, and architectural character within the community ensuring that excellence in community design is achieved during project development. The Subarea 29 Specific Plan establishes the procedures and requirements to approve new development within the project site.

The Specific Plan is designed to address the following guiding planning principles:

- ♦ Diversity and choice of single-family housing types and opportunities to address a variety of lifestyles, home sizes, and economic segments of the marketplace;
- ♦ Connectivity among land uses within the Specific Plan area and to surrounding public facilities and the existing Ontario community;
- ♦ Use of traditional development patterns as found in older established neighborhoods in Southern California;

- ♦ Recreational amenities within walking distance of all residential neighborhoods;
- ♦ Bicycle and pedestrian accessibility and mobility to encourage alternative modes of travel;
- ♦ Diversity in architectural design; and
- ♦ Sustainable development practices addressing energy efficiency.

2.1.2 Objectives

The following objectives are established for the Subarea 29 Specific Plan.

Residential Areas

- ♦ Residential neighborhoods designed at a “human scale” and oriented to pedestrian activity;
- ♦ Connectivity provided among residential neighborhoods and recreational areas through a network of pedestrian sidewalks and on-street bicycle trails;
- ♦ Connectivity provided between residential neighborhoods and the adjacent commercial land use, as well as to the central elementary school, by means of pedestrian and bicycle trail linkages;
- ♦ A variety of housing types incorporated into the land use plan addressing lifestyle considerations of singles, families, and empty nesters;
- ♦ Residential neighborhoods designed around a central park “green core,” “framing” green spaces, promoting active and passive recreational activity and casual social interaction among neighbors; and
- ♦ Residential neighborhoods with diverse architectural styles and traditional design elements reflecting the characteristics of older established Ontario neighborhoods.

Commercial Area

- ♦ Neighborhood commercial uses to meet the needs of the residential community within the project site as well as the larger surrounding market area;
- ♦ Provision for trails connecting the residential community with the commercial center and adjacent uses;
- ♦ The development of plaza areas and other amenities within the commercial center providing space for social interaction; and
- ♦ Orientation of commercial buildings to the street wherever possible to create an urban edge and sense of arrival.



Streets and Pedestrian/Bicycle Mobility

- ♦ Streets and lanes (private alleys) designed in a modified grid pattern, reminiscent of traditional neighborhood streets;
- ♦ Streets with landscaped parkways and pedestrian walkways separated from the street, to create a pleasant and safe pedestrian environment, promoting friendly interaction among neighbors;
- ♦ Several traffic calming techniques within the project site street design including enhanced parkway landscaping, median landscaping, and tapered street intersections and lane entrances to influence a driver's peripheral vision and encourage motorists to drive more slowly; and
- ♦ Inside turning radii at corners reduced to slow traffic at corners.

Recreation / Trails

- ♦ New recreational opportunities for residents through the development of two (2) neighborhood parks centered within the community "green core" to include play fields, tot lots, and picnic areas. Additionally, a private Recreation Center including a recreation building with swimming pool for Park Place residents (3.13 acres), community tennis courts, and other areas for passive recreation. The two (2) neighborhood parks amount to 7.7 acres (north) and 6.2 acres (south) of Merrill Ave.;
- ♦ A portion of the City's Multipurpose Trails and Bikeway Corridor Master Plan provided through development of a multipurpose trail within the SCE property connecting County Line Channel and Merrill Ave. with Eucalyptus Ave.; and
- ♦ A system of on-street multipurpose trails and bicycle lanes integrated into the project site providing bicycle access from the residential community to surrounding areas.

Sustainable Development

- ♦ The opportunity for development of residential units designed with living areas on the second floor and home office areas on the first floor;
- ♦ Native plant materials and non-invasive ornamental landscape materials will be incorporated into the landscaping plan for portions of the SCE property developed for trail purposes;
- ♦ Residential development will be connected to the commercial land use area located within the site through pedestrian and bicycle trails promoting walking and bicycling as an alternative means of travel to the automobile to and from these areas;
- ♦ Residential development will be equipped with the latest technology for internet access allowing residents to shop and work on-line, thereby reducing vehicle trips to employment centers and shopping;

- ♦ Canopy trees will be utilized in public areas such as parkways, medians, and the public parks to provide shade to counteract the heat island effect;
- ♦ Roadway widths will be reduced as much as possible to minimize heat generating asphalt surfaces; and
- ♦ Recycled water will be utilized for the central public parks, neighborhood edges, and other common landscape areas.

2.2 SPECIFIC PLAN PROPOSAL

2.2.1 Project Summary

The Specific Plan Land Use Plan is described below and in the Specific Plan Statistical Summary, Tables 1-1b, pages 4-3 through 4-4.

Residential Uses

The Subarea 29 Specific Plan will provide for development of a variety of residential housing types, oriented toward park and open space amenities and designed to promote walkability and interaction among residents. Residential development within 494.2 acres of the Specific Plan area (per Table 1a, Specific Plan Land Use Summary) will contain up to 2,392 dwelling units, providing a varied mix of single-family detached housing types, as described below.

Mixed Residential (PA 30, 31, 32, 33)

The Mixed Residential designation permits a variety of product types that promote higher density and more choice in floorplans. Mixed Residential has been created to provide more attainable options for a greater range of residents as well as options for different household compositions. Permitted typologies:

- ♦ Row Townhomes are attached homes that share two common walls, except for the end units. These homes have direct garage access, that may be side-by-side or tandem configuration. Front doors may be accessed from a street-side sidewalk, paseo, or from a private alley. Front door access depends on the design of the homes. Residential areas that utilize this housing typology will be developed at an approximate net density of 5-25 dwelling units per acre.
- ♦ Flats are attached homes that are stacked on top of each other. These homes have attached garage access, that may be side-by-side or tandem configuration. Front doors may be accessed from a street-side sidewalk, paseo, or from a private alley. Front door access depends on the design of the homes. Residential areas that utilize this housing typology will be developed at an approximate net density of 5-25 dwelling units per acre.
- ♦ Cluster Homes- see definition provided in this section.



Residential Detached

Five (5) types of single-family detached residential development products are planned for the site; Planning Areas may be identified with more than one type of planned development product to allow for flexibility within the maximum number of permitted dwelling units. These include:

Cluster Homes (PA 13, 25, 26, 27, 32, 33)

Cluster Homes are single-family detached residential development with vehicular access from lanes (private alleys or motorcourts) via interior streets, with direct access garages. Entries are accessed from a greencourt or a motorcourt. These residential areas will be developed at an approximate net density of 7-14 dwelling units per acre with a exclusive use area size of at least 1,750 square feet.

Conventional Small Lot

(PA 1, 5, 12, 16, 17, 23 & 24)

Conventional single-family detached residential development will consist of cottage style residential homes designed with vehicular access provided from local interior streets. Residential areas will be developed at an approximate net density of 5-9 dwelling units per acre with a minimum lot size of at least 3,015 square feet.

Lane Loaded (PA 9, 10, 19 & 29)

Detached single-family residential development consists of lane-served residential units designed with an orientation to the street or green spaces, by locating garages to the rear of residential units. Residential areas will be developed at an approximate net density of 5-8 dwelling units per acre with a minimum lot size of at least 3,100 square feet.

Conventional Medium Lot

(PA 3, 4, 6, 8, 20, 21, 28, 29 & 31)

Conventional single-family detached units with orientation to local streets and direct access garages, in varying orientations. Residential neighborhoods will be developed at an approximate net density of 4-6 dwelling units per acre, with a minimum lot size of 4,000 square feet.

Conventional Large Lot (PA 7, 22 & 30)

These are the largest single-family detached lots in the Specific Plan, conventionally accessed from local streets. Net densities average approximately 3-6 dwelling units per acre, with a minimum lot size of 5,000 square feet.

2.3 AUTHORITY AND REQUIREMENTS

2.3.1 Authority

State of California Government Code, Title 7, Division 1, Chapter 3, Article 8, Section 65450-57 grants authority to cities to adopt Specific Plans for purposes of implementing the goals and policies of their General Plans. The Government Code specifies that specific plans may be adopted either by resolution or by ordinance and that the Specific Plan is required to be consistent with the General Plan. The City of Ontario adopts specific plans by ordinance, thereby establishing the zoning regulations for development of the project site. The requirements of the Specific Plan shall take precedence over the City of Ontario Development Code. In instances where the Specific Plan is silent, the City of Ontario Development Code shall prevail.

2.3.2 Requirements of the Specific Plan

California Government Code Section 65451 sets forth the minimum requirements and review procedures for Specific Plans as follows:

A Specific Plan shall include a text and a diagram or diagrams, which specify all of the following in detail:

- ♦ The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan;
- ♦ The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan;
- ♦ Standards and criteria by which improvements will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable; and
- ♦ A program of implementation measures including regulations, programs, public works projects and the financing measures necessary to carry out paragraphs 1, 2, and 3 above. The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

The Subarea 29 Specific Plan meets the requirements of the State of California Government Code.

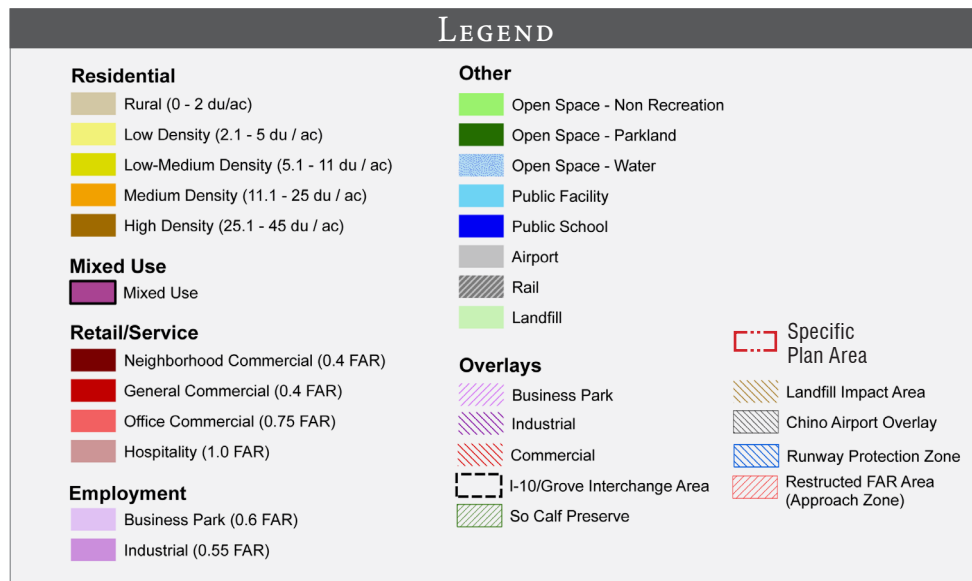
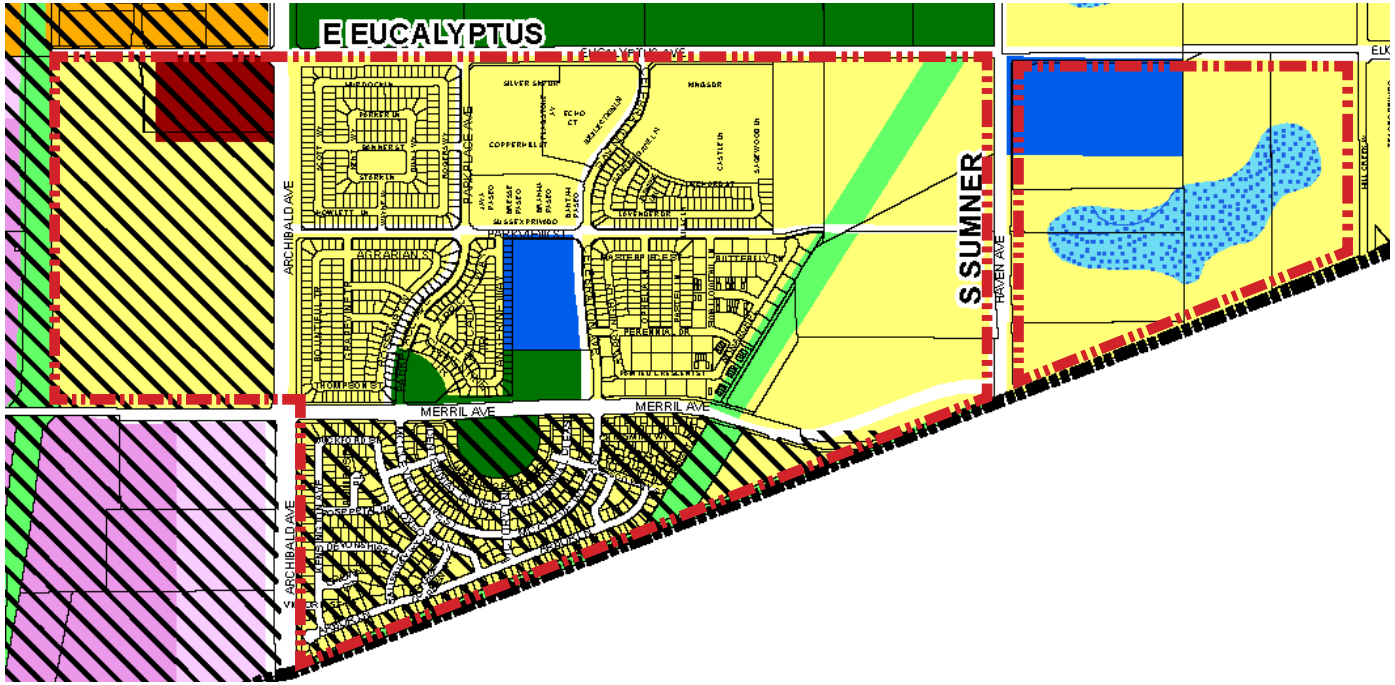
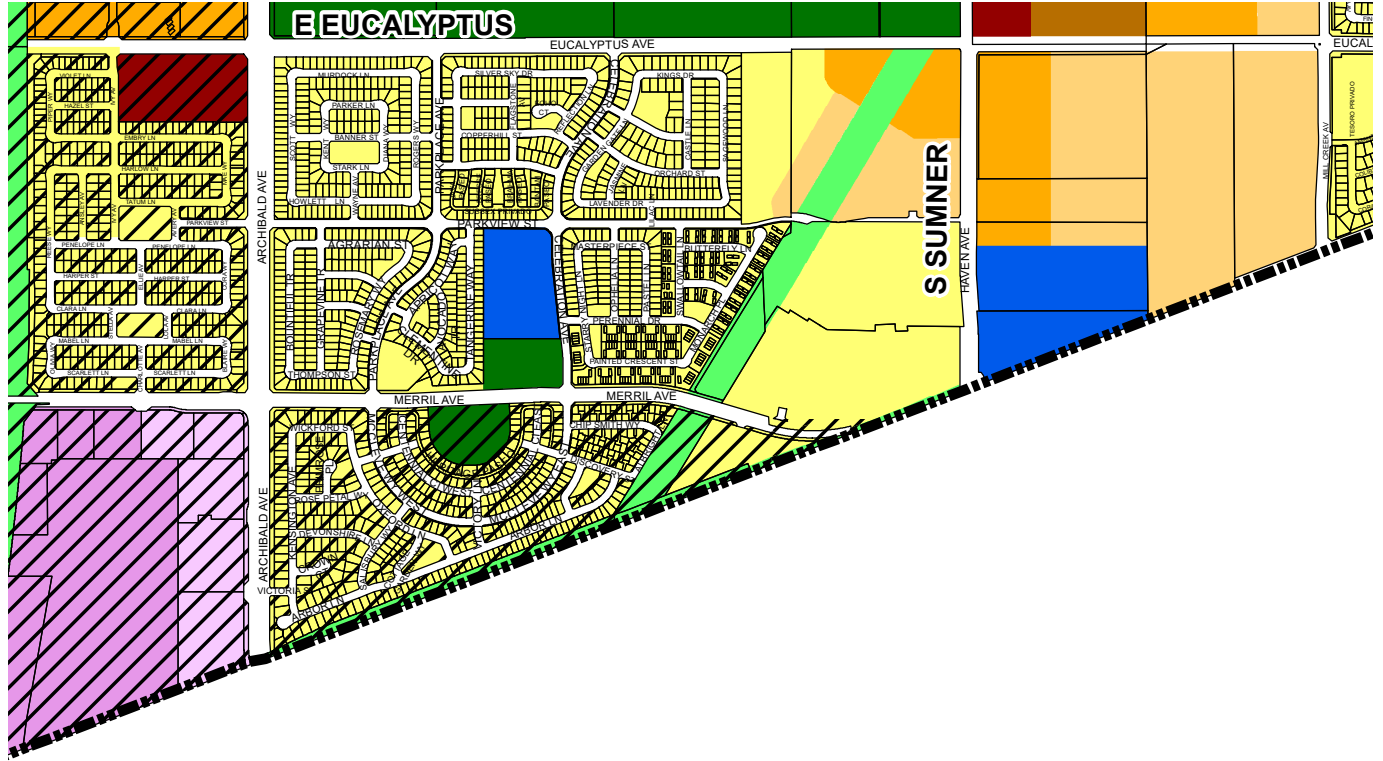
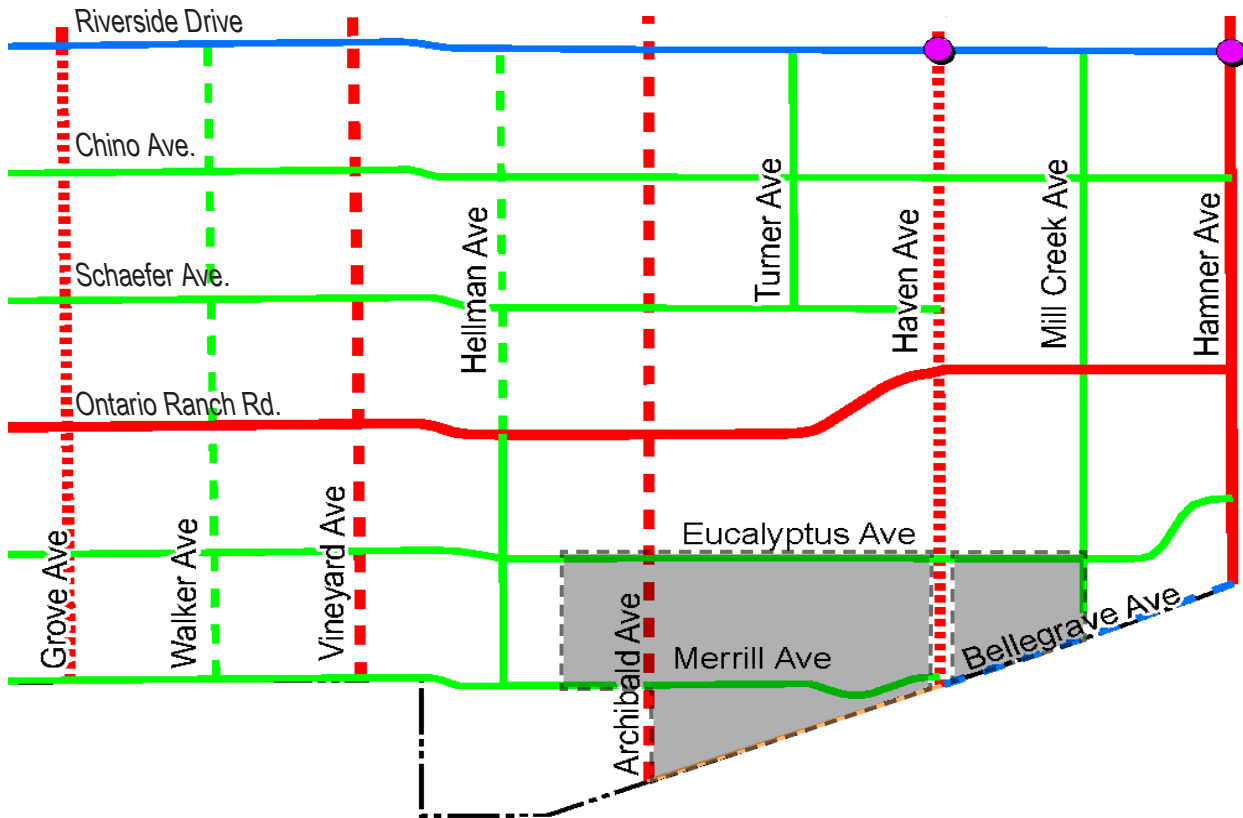


EXHIBIT 4—POLICY PLAN LAND USE PLAN



LEGEND	
Residential	Other
Rural (0 - 2 du/ac)	Open Space - Non Recreation
Low Density (2.1 - 5 du / ac)	Open Space - Parkland
Low-Medium Density (5.1 - 11 du / ac)	Open Space - Water
Medium Density (11.1 - 25 du / ac)	Public Facility
High Density (25.1 - 45 du / ac)	Public School
Mixed Use	Airport
Mixed Use	Rail
Retail/Service	Landfill
Neighborhood Commercial (0.4 FAR)	Overlays
General Commercial (0.4 FAR)	Business Park
Office Commercial (0.75 FAR)	Industrial
Hospitality (1.0 FAR)	Commercial
Employment	I-10/Grove Interchange Area
Business Park (0.6 FAR)	Landfill Impact Area
Industrial (0.55 FAR)	Chino Airport Overlay

EXHIBIT 4A—2023 GENERAL PLAN AS AMENDED



LEGEND

- Specific Plan area (including 2023 Amendment area)
- Freeways
- Railroads
- Other Principal Arterial
 - 8 Lanes
 - 6 Lanes
 - 4 Lanes
- Minor Arterial
 - 6 Lanes
 - 4 Lanes
- Collector Street
 - 4 Lanes
 - 2 Lanes
- Freeway Interchange
- Grade-Separated Rail Crossings
- Enhanced Intersections



EXHIBIT 5—POLICY PLAN FUNCTIONAL ROADWAY CLASSIFICATION PLAN



2.3.3 Development Agreement Required

Unless done in a coordinated manner and with adequate fiscal planning, development projects within the Ontario Ranch are likely to present a challenge in their implementation because of the lack of existing public facilities, including, streets, sewerage, transportation, drinking water, school, and utility facilities. California law has established a mechanism for ensuring the adequate provision of such facilities, while at the same time providing assurances to applicants that, upon approval of the project, the applicants can proceed with their projects. Approval of this Specific Plan without a development agreement may result in a waste of resources, escalate the cost of housing to the consumer, and discourage investment in and commitment to comprehensive planning, as envisioned by the City, which seeks to make maximum efficient utilization of resources at the least economic cost to the public.

Therefore, a statutory development agreement, authorized pursuant to California Government Code sections 65864 et seq., shall be required as part of the approval of this Specific Plan. For the above-mentioned reasons, the development agreement for this Specific Plan shall include, among other things, methods for financing acquisition and construction of infrastructure, acquisition and development of adequate levels of park land, and schools, as well as the provision of adequate housing opportunities for various segments of the community consistent with the regional housing needs assessment. SL Ontario Development Company, Richland Communities, Inc., and Brookfield Homes may each enter into separate development agreements with the City.

2.4 DEVELOPMENT APPROVAL COMPONENTS

The components of the development approval process for the Specific Plan are as follows:

General Plan (Policy Plan)

The Ontario Plan (TOP) establishes the direction and vision for the City of Ontario providing a single guidance system that will shape the Ontario community for the future. TOP provides for policies to accommodate change over a 30 year period commencing in 2010, the beginning of the planning period. TOP consists of a six part Component Framework: 1) Vision, 2) Governance Manual, 3) Policy Plan, 4) City Council Priorities, 5) Implementation, and 6) Tracking and Feedback.

Specific Plan

The Policy Plan (General Plan) requires the approval of a Specific Plan for development of the project site to ensure that sufficient land area is included to achieve unified districts and neighborhoods. The City of Ontario has zoned the project site as AG-Specific Plan. The zoning designation of AG-Specific Plan requires that a Specific Plan be approved

to guide development of the project site and to implement the goals and policies of the Policy Plan. The Specific Plan provides the zoning regulations to govern development of the project site. The requirements of the Specific Plan shall take precedence over the City of Ontario Development Code. In instances where the Specific Plan is silent, the City of Ontario Development Code shall prevail.

Subdivision Maps

A tentative tract map(s) will be reviewed by the City of Ontario for the residential portion of the Specific Plan indicating the approximate location of lot lines, streets, and proposed grading. Following approval by the City of the tentative tract map(s), a final map(s) will be prepared. Parcel maps will be approved by the City of Ontario for development proposed within the commercial portion of the Specific Plan.

2.5 CEQA COMPLIANCE

A project site Environmental Impact Report (EIR) prepared by the City of Ontario for the Specific Plan, in accordance with the California Environmental Quality Act (CEQA), addressed impacts associated with the Specific Plan and subdivision map. The EIR recommended mitigation measures to reduce impacts of the project site to a less than significant level. The EIR was prepared as the basis for the environmental review for all subsequent discretionary and ministerial actions.

2.6 RELATIONSHIP TO GENERAL PLAN AND ZONING

The City's Policy Plan, which acts as the City's General Plan, designates the project site for development as follows:

- ♦ Low Density Residential (2.1 -5.0 dwelling units per acre)
- ♦ Low -Medium Density Residential (5.0 -11.0 dwelling units per acre)
- ♦ Medium Density Residential (11.0 -25.0 dwelling units per acre)
- ♦ Neighborhood Commercial
- ♦ Public Schools
- ♦ Open Space - Parkland
- ♦ Open Space - Non-Recreation

The Policy Plan (General Plan) establishes a development capacity of 3,888 dwelling units and approximately 189,486 square feet of commercial use and 369,171 of commercial office use for the project site. The Policy Plan Residential Capacity is further broken down as follows:



TABLE 2—POLICY PLAN RESIDENTIAL CAPACITY

<i>Gross Acres</i>	<i>TOP Land Use Designation</i>	<i>Maximum Permitted Dwelling Units</i>
495.2	Low Density Residential	2,228
Total: 495.2		2,228*

*Densities do not reflect maximum allowable densities by the Policy Plan and are based on TOP EIR densities (average) of 4.5 du/ac for Low Density.

TABLE 2A—POLICY PLAN RESIDENTIAL CAPACITY (WITH 2023 AMENDMENT AREA)

<i>Gross Acres</i>	<i>TOP Land Use Designation</i>	<i>Maximum Permitted Dwelling Units</i>
588.7	Low, Low-Medium, and Medium Density Residential	3,888
Total: 588.7		3,888

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457) permits the adoption and administration of specific plans as an implementation tool for elements contained in the local general plan. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan. The Subarea 29 Specific Plan has been prepared in conformance with the goals and policies of the City of Ontario Policy Plan (General Plan). The policy analysis is located in the Appendix of this document, describes the manner in which the Subarea 29 Specific Plan complies with the Policy Plan policies applicable to the project.

2.7 DEVELOPMENT PLAN REVIEW

Following the approval of the Specific Plan, all development proposals for individual residential neighborhoods or product areas within the Specific Plan will be subject to the Development Plan Review process pursuant to Article 8: Development Plan Review of the City of Ontario Development Code.

2.8 AIRPORT LAND USE COMPATIBILITY PLANNING CONSISTENCY

All development proposals or Specific Plan Amendments are required to be consistent with the Airport Land Use Compatibility Plans of Chino Airport and Ontario International Airport.