

RESOLUTION NO. 2022-016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PGPA19-004, AN AMENDMENT TO THE LAND USE ELEMENT OF THE POLICY PLAN (GENERAL PLAN), REVISING EXHIBIT LU-01 (OFFICIAL LAND USE PLAN) AND EXHIBIT LU-03 (FUTURE BUILDOUT), AFFECTING PROPERTY BORDERED BY EUCALYPTUS AVENUE TO THE NORTH, MERRILL AVENUE TO THE SOUTH, CAMPUS AVENUE TO THE WEST, AND GROVE AVENUE TO THE EAST, FROM APPROXIMATELY 157.1 ACRES OF LOW-MEDIUM DENSITY RESIDENTIAL (5.1-11 DWELLING UNITS PER ACRE) AND APPROXIMATELY 62.4 ACRES OF BUSINESS PARK (0.6 FAR) TO APPROXIMATELY 184.2 ACRES OF INDUSTRIAL (0.55 FAR) AND APPROXIMATELY 35.2 ACRES OF BUSINESS PARK (0.6 FAR), AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-321-01, 1054-321-02, 1054-311-01, 1054-311-02, 1054-051-01, 1054-051-02, 1054-061-01, 1054-061-02, 1054-251-01, 1054-251-02, 1054-301-01, AND 1054-301-02. (SEE ATTACHMENTS 1 AND 2) (PART OF THE GENERAL PLAN AMENDMENT CYCLE ONE FOR THE 2022 CALENDAR YEAR.

WHEREAS, Grove Land Venture, LLC has filed an Application for the approval of a General Plan Amendment, File No. PGPA19-004, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of The Ontario Plan in January 2010. Since the adoption of The Ontario Plan, the City has evaluated Exhibits LU-01: Official Land Use Plan and LU-03: Future Buildout further and is proposing modifications; and

WHEREAS, the proposed changes to Exhibit LU-01 Official Land Use Plan include changes to land use designations of certain properties shown on Exhibit A to make the land use designations of these properties consistent with the proposed South Ontario Logistics Center Specific Plan as well as the surrounding land uses (Chino Airport to the south) and proposed and approved land use designations and specific plans along the same corridor (Business Park (0.6 FAR) adjacent to Eucalyptus Avenue and Industrial (0.55 FAR) adjacent to Merrill Avenue; Ontario Ranch Business Park Specific Plan to the west; Merrill Commerce Center and West Ontario Commerce Center to the east); and

WHEREAS, Policy Plan Exhibit LU-03 (Future Buildout) specifies the expected buildout for the City of Ontario, incorporating the adopted land use designations. The proposed changes to Exhibit LU-01 (Official Land Use Plan) will require that Exhibit LU-03 (Future Buildout) is modified to be consistent with Exhibit LU-01 (Official Land Use Plan), as depicted on Exhibit B, attached; and

WHEREAS, the Application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA"); and

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the City Council the responsibility and authority to review and act on the subject Application; and

WHEREAS, the Project is located within the Airport Influence Area of Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and is subject to, and must be consistent with, the policies and criteria set forth in the Ontario International Airport Land Use Compatibility Plan ("ALUCP"), which applies only to jurisdictions within San Bernardino County, and addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, the project site is also located within the Airport Influence of Chino Airport and must be consistent with policies and criteria set forth within the 2011 California Airport Land Use Planning Handbook published by the California Department of Transportation, Division of Aeronautics, which addresses the noise, safety, airspace protection, and overflight impacts of current and future airport activity; and

WHEREAS, to address the requirements of SB330, the approval of General Plan Amendment, File PGPA19-004, is contingent upon City Council approval of General Plan Amendment, File No. PGPA21-004, for the Housing Element update to the Policy Plan (General Plan) component of The Ontario Plan, to address State mandates regarding the Regional Housing Needs Allocation ("RHNA"), as well as to modify the Policy Plan Land Use Plan (Exhibit LU-01) to establish a Zone Change (File No. PZC21-002); and

WHEREAS, City of Ontario Development Code Division 2.03 (Public Hearings) prescribes the manner in which public notification shall be provided and hearing procedures to be followed, and all such notifications and procedures have been completed; and

WHEREAS, on January 25, 2022, the Planning Commission of the City of Ontario conducted a hearing to consider the South Ontario Logistics Center Specific Plan Environmental Impact Report (State Clearinghouse No. 2021010318), including the adoption of a Mitigation Monitoring and Reporting Plan and a Statement of Overriding Considerations, and concluded said hearing on that date, voting to issue Resolution No. PC22-004 recommending the City Council approve the Application; and

WHEREAS, as the first action on the Project, on March 1, 2022, the City Council approved a Resolution adopting the South Ontario Logistics Center Specific Plan Environmental Impact Report (State Clearinghouse No. 2021010318), including the adoption of a Mitigation Monitoring and Reporting Plan and a Statement of Overriding Considerations; and

WHEREAS, on March 1, 2022 the City Council of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date; and

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

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND RESOLVED by the City Council of the City of Ontario, as follows:

SECTION 1. *Environmental Determination and Findings.* As the decision-making body for the Project, the City Council has reviewed and considered the information contained in the South Ontario Logistics Center Specific Plan Environmental Impact Report (“EIR”) (State Clearinghouse No. 2021010318), the Mitigation Monitoring and Reporting Program (“MMRP”), and a Statement of Overriding Considerations, prepared for the project, and supporting documentation. Based upon the facts and information contained in the EIR, MMRP, and Statement of Overriding Considerations and supporting documentation and administrative record, including all written and oral evidence presented to the City Council, the City Council finds as follows:

(1) The South Ontario Logistics Center Specific Plan EIR, MMRP, Statement of Overriding Considerations, and administrative record have been completed in compliance with CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines; and

(2) The South Ontario Logistics Center Specific Plan EIR, MMRP, and Statement of Overriding Considerations contain a complete and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment of the City Council.

SECTION 2. *Ontario International Airport Land Use Compatibility Plan (“ALUCP”) Compliance.* The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) requires that an Airport Land Use Compatibility Plan be prepared for all public use airports in the State; and requires that local land use plans and individual development proposals must be consistent with the policies set forth in the adopted Airport Land Use Compatibility Plan.

(1) On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan (“ALUCP”), establishing the Airport Influence Area for Ontario International Airport (“ONT”), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the decision-making body for the Project, the City Council has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including [1] Safety Criteria (ALUCP Table 2-2) and Safety Zones (ALUCP Map 2-2), [2] Noise Criteria (ALUCP Table 2-3) and Noise Impact Zones (ALUCP Map 2-3), [3] Airspace protection Zones (ALUCP Map 2-4), and [4] Overflight Notification Zones (ALUCP Map 2-5). As a result, the City Council, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ALUCP.

(2) Chino Airport is owned and operated by the County of San Bernardino and is situated within the boundaries of the City of Chino, immediately south of Ontario. Portions of the City of Ontario are impacted by aircraft operations at Chino Airport. The adopted ALUCP for Chino Airport was approved in 1991 and does not reflect the most recently adopted 2005 Airport Master Plan. Also, the existing Chino Airport Land Use Compatibility Plan does not reflect the 2011 Caltrans Airport Land Use Planning Handbook. Public Utilities Code Section 21670.1(c) requires local jurisdictions under the “alternative process” to “rely upon” the California Airport Land Use Planning Handbook (Handbook) published by the California Department of Transportation (Caltrans), Division of Aeronautics in October 2011, for preparing Compatibility Plans and to utilize the Handbook’s height, land use, noise, safety, and density criteria. Although the City of Ontario does not have the formal responsibility under the “alternative process” to prepare a compatibility plan for Chino Airport, the City of Ontario has completed an Airport Land Use Compatibility Assessment that analyzes Chino Airport’s impacts on Ontario, consistent with policies and criteria set forth within the Caltrans 2011 California Airport Land Use Planning Handbook. The City of Ontario is currently working towards completing an Airport Land Use Compatibility Plan for portions of the City that are impacted by aircraft operations at Chino Airport. The proposed Project is located within the Airport Influence Area of Chino Airport and was evaluated and found to be consistent with the California Airport Land Use Planning Handbook and the City of Ontario’s Chino Airport Land Use Compatibility Assessment. As the decision-making authority for the Project, the City Council has reviewed and considered the facts and information contained in the Application and supporting documentation against the ALUCP compatibility factors, including Safety, Noise, Airspace Protection, Overflight. As a result, the City Council, therefore, finds and determines that the Project, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the City of Ontario’s Chino Airport Land Use Compatibility Assessment.

SECTION 3. *Concluding Facts and Reasons.* Based upon the substantial evidence presented to the City Council during the above-referenced hearing, and upon the specific findings set forth in Sections 1 and 2, above, the City Council hereby concludes as follows:

(a) **LU2-1 Land Use Decisions.** We minimize adverse impacts on adjacent properties when considering land use and zoning requests.

Compliance: The proposed General Plan Amendment closely coordinates with land use designations in the surrounding area and will not increase adverse impacts on adjacent properties. The Project site is located within the Chino Airport Influence Area and is impacted by Safety Zones 1, 3 and 6. The Safety Zone policies and criteria provide restrictions that limit the height and placement of buildings, lot coverage, concentration of people, the storage of hazardous materials, and excludes or limits sensitive land uses (residential, schools, day care centers, hospitals, etc.). The Project site is also impacted by existing aircraft traffic patterns from Runway 3-21, where aircraft fly directly over the Project site while making Touch-and-Go landings. State law requires that local jurisdictions “rely upon” the compatibility guidance provided by the California Airport Land Use Planning Handbook (published by the Caltrans, Division of Aeronautics) for

establishing compatible land uses. The existing General Plan Low-Medium Density Residential land designation is considered an incompatible land use within the Safety Zones and prohibits residential land uses within Safety Zone 1, limits residential density to one dwelling unit per 2-acre lot in Safety Zone 3 and limits 300 people per acre within Safety Zone 6; therefore staff is in support of the proposed General Plan Amendment. In addition, the State Division of Aeronautics prohibits the development of new incompatible land uses surrounding existing airports, and as such, the proposed project would create land use consistency with Chino Airport and satisfy the criteria set forth in the Handbook.

(b) **LU4-1 Commitment to Vision.** We are committed to achieving our Vision but realize that it may take time and several interim steps to get there.

Compliance: The proposed land use designation change from Low-Medium Density Residential (5.1 to 11 dwelling units per acre) and Business Park (0.6 FAR), to Industrial (0.55 FAR) and Business Park (0.6 FAR) will provide consistency between the TOP Policy Plan Land Use Plan and the proposed South Ontario Logistics Center Specific Plan and will result in a logical land use pattern in and around the affected areas. The entire corridor of parcels located south of Eucalyptus Avenue, north of Merrill Avenue, east of Euclid Avenue, and west of the Cucamonga Creek Channel are envisioned by the City to be an industrial and business park corridor that serves as a buffer between the airport land use to the south (within the City of Chino), and the future commercial, residential, and mixed-use land uses to be located north of Eucalyptus Avenue.

(c) **LU5-7 ALUCP Consistency with Land Use Regulations.** We comply with state law that requires general plans, specific plans, and all new development be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public use airport.

Compliance: The proposed project is located within Overflight Zones of ONT. A consistency determination was completed, and the proposed project is consistent with the policies and criteria of the ONT ALUCP. The Project site is also located within the Chino Airport Influence Area (AIA) and is impacted by Safety Zones 1, 3 and 6. The Safety Zone policies and criteria provide restrictions that limit the height and placement of buildings, lot coverage, concentration of people, the storage of hazardous materials, and excludes or limits sensitive land uses (residential, schools, day care centers, hospitals, etc.). The Project site is also impacted by existing aircraft traffic patterns from Runway 3-21, where aircraft fly directly over the Project site while making Touch-and-Go landings. State law requires that local jurisdictions "rely upon" the compatibility guidance provided by the California Airport Land Use Planning Handbook (published by the Caltrans, Division of Aeronautics) for establishing compatible land uses. The existing General Plan Low-Medium Density Residential land designation is considered an incompatible land use within the Safety Zones and prohibits residential land uses within Safety Zone 1, limits residential density to one dwelling unit per 2-acre lot in Safety Zone 3 and limits 300 people per acre within Safety Zone 6. The proposed General Plan amendment from Business Park and Low-Medium Density Residential to Industrial and Business Park would create land use consistency with Chino Airport and satisfy the criteria set forth in the California Airport Land Use Planning Handbook.

(d) **S4-6 Airport Noise Compatibility.** We utilize information from Airport Land Use Compatibility Plans to prevent the construction of new noise sensitive land uses within airport noise impact zones.

Compliance: The Project site is located within the 55-60 dB CNEL noise contour for Chino Airport. Sensitive land uses (e.g., schools, residences) would be prohibited within the 55-60 dB CNEL noise contour. Allowed uses include warehouse, light manufacturing, ancillary office/commercial, and professional office uses; therefore, no significant impacts are anticipated.

(1) The proposed General Plan Amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City;

(2) The Land Use Element is a mandatory element of a General Plan, which pursuant to Government Code Section 65358, is allowed up to four general plan amendments per calendar year. This General Plan Amendment is the first amendment to the Land Use Element during the 2022 calendar year, consistent with state law.

(3) The project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the project site is not one of the properties in the Available Land Inventory contained in Table A-3 (Available Land by Planning Area) of the Housing Element Technical Report Appendix.

Senate Bill 330 ("SB 330") – Housing Accountability Act (Government Code Section 65589.5 et seq.) (SB 330) was passed by the California Legislature, signed by the Governor, and became effective on January 1, 2020. The bill is the result of the Legislature's extensive findings regarding the California "housing supply crisis" with "housing demand far outstripping supply."

SB 330 amends Government Code Sections 65589.5, adds Government Code Sections 65940, 65943 and 65950, and repeals and readopts Sections 65906.5, 65913.10 and 65941.1. To summarize, no city may disapprove a residential housing development project for low- to moderate-income households (as defined therein) unless it makes a finding that the housing development project "would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households..." such as where the housing development project is proposed on land "which does not have adequate water or wastewater facilities to serve the project." (Government Code Section 65589.5(d)(2), (4)).

In addition, the legislation adds Chapter 12 to Division 1 of Title 7 of the Government Code (Section 66300 et seq.) that applies to "affected cities," which are identified as cities in urbanized areas as determined by the most recent census. In accordance with SB 330, the Department of Community Development and Housing ("HCD") has prepared a list of affected cities and has determined that Ontario is an "affected city." Therefore, pursuant to Government Code section 66300(b)(1)(A) and (b):

(b) (1) Notwithstanding any other law except as provided in subdivision (i), with respect to land where housing is an allowable use, an affected city shall not enact a development policy, standard, or condition that would have any of the following effects:

(A) Changing the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning district below what was allowed under the land use designation and zoning ordinances of the affected county or affected city, as applicable, as in effect on January 1, 2018..."

except when approved by HCD or when the following exception is set out in Government Code Section 66300(i)(1) applies:

(i) (1) This section does not prohibit an affected county or an affected city from changing a land use designation or zoning ordinance to a less intensive use if the city or county concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity.

The General Plan Amendment is proposed to change the Project site's land use designations from Business Park (0.6 FAR) and Low-Medium Density Residential (5.1-11 du/ac) to Business Park (0.6 FAR) and Industrial (0.55 FAR) land uses. The General Plan Amendment will allow development of up to 919,048 square feet of business park and 4,414,470 square feet of industrial, for a maximum development of 5,333,518 square feet. The General Plan Amendment would, therefore, eliminate the low-medium density housing designation, thereby theoretically eliminating 1,352 units (as determined by the City's density determinations to be 8.5 dwelling units per acre [du/ac.]). In compliance with SB330, the EIR evaluated the elimination of 1,352 units and determined that based on SB 330 Exceptions for lack of water and sewer to serve a residential project and the no net loss of residential capacity, the Project is consistent with HCD exception findings. The Project site does not have sufficient water or wastewater facilities to serve a residential project. As explained in Section 3.4.1.2, of the Draft EIR, at present there is no water or sewer infrastructure that could serve residential units because the land has been used for agricultural purposes with water provided by on-site wells and sewer provided by septic systems. The Project Applicant is working on projects both approved and under review that span the length of Eucalyptus Avenue to the north, Merrill Avenue to the south, Euclid Avenue to the east, and Grove Avenue to the west (Ontario Ranch Business Park Specific Plan – Approved; Ontario Ranch Business Park Specific Plan Amendment – Under review; and, South Ontario Logistics Center – Subject Project), with a combined estimated cost of \$144,331,000 (see Table 1, Project Cost Estimate by Project Area, below). The total estimated cost includes individual streets, lengths of pipe, storm drain, sewer, water, streetlights, curbing, paving, signals, power/fiber, and more. This cost would be financially infeasible for the 1,352 units presently allowed under the current residential General Plan designation and therefore the cost of such improvements would make residential development on the site financially infeasible (see Government Code Section 66589.5(d)(2) cited above).

Table 1: Project Cost Estimate by Project Area	
Project Name	Cost Estimate
Ontario Ranch Business Park Phase 1 (Specific Plan - Approved)	\$72,151,000
South Ontario Logistics Center (Specific Plan – Subject Project, Under Review)	\$59,780,000
Ontario Ranch Business Park Phase 2 (Specific Plan Amendment, Under Review)	\$12,400,000
Total	\$144,331,000

In order to demonstrate “no net loss of residential capacity,” the Project will be required to demonstrate increased residential zoning capacity on a “SB330 Replacement Site” by 1,352 units to off-set the Project site loss of zoning capacity (Low Medium Density, 5.1 to 11 du/ac). In tandem with the City’s adoption of the 6th Cycle Housing Element, the City is also adopting an Affordable Housing Overlay zone and applying this zone to all parcels in the sites inventory that are south of Riverside Drive or are zoned MU-2 along Holt Boulevard. Relevant to the Project, the Affordable Housing Overlay zone will establish a minimum density of 20 dwelling units per acre for all development (regardless of Policy Plan designation or underlying zoning district), and increase the maximum density from 25 to 30 units per acre for parcels that are designated in the Policy Plan for Medium Density Residential (“MDR”) when an affordable housing project is proposed with at least 25 percent of proposed units are restricted for lower income households. The creation of the Affordable Housing Overlay zone and increased maximum density of 5 dwelling units per acre will increase residential capacity on 473.7 acres of such parcels currently designated MDR, by 2,368 dwelling units. On December 20, 2021, the Planning Commission reviewed and recommended City Council for approval a General Plan Amendment (File No. PGPA21-004) for the Housing Element update to the Policy Plan (General Plan) component of The Ontario Plan, to address State mandates regarding the Regional Housing Needs Allocation (“RHNA”), as well as to modify the Policy Plan Land Use Plan (Exhibit LU-01) to establish a Zone Change (File No. PZC21-002). The Project EIR addresses the potential impacts associated with relocating residential density from the Project site to the SB330 Replacement Sites located north of the Project site, along Grove Avenue, pursuant to SB330. With the City adoption of the 6th Cycle Housing Element and associated Affordable Housing Overlay zone, no net loss of residential capacity will occur as a result of the Project.

(4) During the amendment of the general plan, opportunities for the involvement of citizens, California Native American Indian tribes (Government Code Section 65352.3), public agencies, public utility companies, and civic, education, and other community groups, through public hearings or other means were implemented consistent with Government Code Section 65351.

SECTION 4. City Council Action. Based upon the findings and conclusions set forth in Sections 1 through 3, above, the City Council hereby APPROVES the proposed General Plan Amendment, as depicted in Attachment 1 (Policy Plan Land Use Plan (Exhibit LU-01) Revision) and Attachment 2 (Future Buildout (Exhibit LU-03) Revision) of this Resolution.

SECTION 5. Indemnification. The Applicant shall agree to defend, indemnify and hold harmless, the City of Ontario or its agents, officers, and employees from any claim, action or proceeding against the City of Ontario or its agents, officers or employees to attack, set aside, void, or annul this approval. The City of Ontario shall promptly notify the applicant of any such claim, action, or proceeding, and the City of Ontario shall cooperate fully in the defense.

SECTION 6. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 7. Certification to Adoption. The City Clerk shall certify to the adoption of the Resolution.

PASSED, APPROVED, AND ADOPTED this 1st day of March 2022.



PAUL S. LEON, MAYOR

ATTEST:



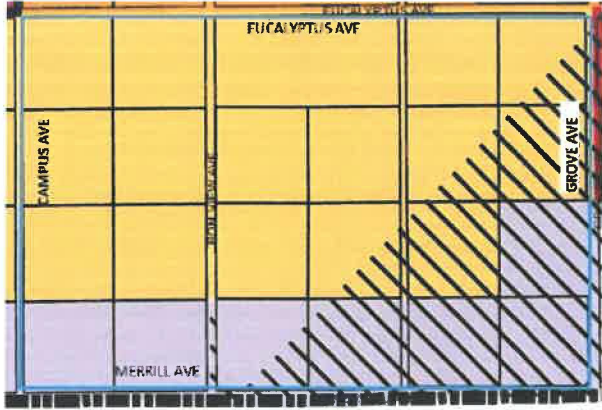
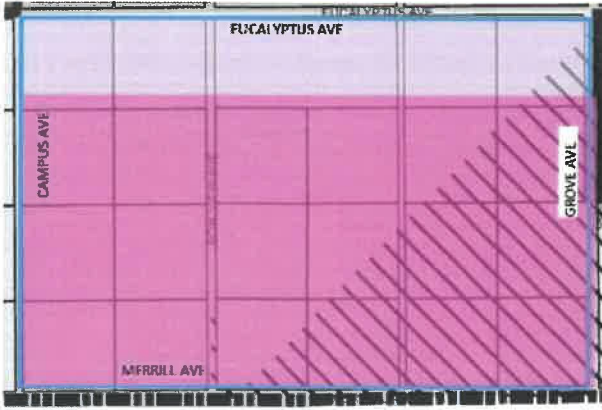
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:



BEST BEST & KRIEGER LLP
CITY ATTORNEY

ATTACHMENT 1: Policy Plan Land Use Plan (Exhibit LU-01) Revision

Existing Policy Plan Land Use	Proposed Policy Plan Land Use
 <p data-bbox="316 821 704 877">Low-Medium Density Residential Business Park</p>	 <p data-bbox="1068 821 1242 877">Business Park Industrial</p>
<p data-bbox="602 919 1062 951" style="text-align: center;">Assessor Parcel Number(s) Involved</p> <p data-bbox="220 982 1446 1039">Properties bound by Eucalyptus Avenue to the north, Merrill Avenue to the south, Campus Avenue to the west and Grove Avenue to the east</p> <p data-bbox="245 1073 1422 1220">1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-321-01, 1054-321-02, 1054-311-01, 1054-311-02, 1054-051-01, 1054-051-02, 1054-061-01, 1054-061-02, 1054-251-01, 1054-251-02, 1054-301-01, and 1054-301-02</p>	

ATTACHMENT 2: Future Buildout (Exhibit LU-03) Revision

Land Use	Acres ²	Assumed Density/Intensity ³	Units	Population ⁴	Non-Residential Square Feet	Jobs ⁵
Residential						
Rural	529	2.0 du/ac	1,059	4,232		
Low Density ⁶	7,255	4.0 du/ac (OMC) 4.5 du/ac (NMC)	30,584	122,244		
Low-Medium Density ⁶	1,889 981	8.5 du/ac	8,500 8,339	33,976 33,331		
Medium Density	1,897	18.0 du/ac (OMC) 22.0 du/ac (NMC)	38,200	133,791		
High Density	183	35.0 du/ac	6,415	21,470		
Subtotal	10,865 10,845		84,758 84,597	315,713 315,068		
Mixed Use						
• Downtown	113	<ul style="list-style-type: none"> 60% of the area at 35 du/ac 40% of the area at 0.80 FAR for office and retail 	2,365	4,729	1,569,554	2,808
• East Holt Boulevard	57	<ul style="list-style-type: none"> 25% of the area at 30 du/ac 50% of the area at 1.00 FAR office 25% of area at 0.80 FAR retail 	428	856	1,740,483	3,913
• Meredith	93	<ul style="list-style-type: none"> 23% of the area at 37.4 du/ac 72% at 0.35 FAR for office and retail uses 5% at 0.75 FAR for Lodging 	800	1,600	1,172,788	1,462
• Transit Center	76	<ul style="list-style-type: none"> 10% of the area at 60 du/ac 90% of the area at 1.00 FAR office and retail 	457	913	2,983,424	5,337
• Inland Empire Corridor	37	<ul style="list-style-type: none"> 50% of the area at 20 du/ac 30% of area at 0.50 FAR office 20% of area t 0.35 FAR retail 	368	736	352,662	768
• Guasti	77	<ul style="list-style-type: none"> 20% of the area at 30 du/ac 30% of area at 1.00 FAR retail 50% of area at 0.70 FAR office 	465	929	2,192,636	4,103
• Ontario Center	345	<ul style="list-style-type: none"> 30% of area at 40 du/ac 50% of area at 1.00 FAR office 20% of area at 0.50 FAR retail 	4,139	8,278	9,014,306	22,563
• Ontario Mills	240	<ul style="list-style-type: none"> 5% of area at 40 du/ac 20% of area at 0.75 FAR office 75% of area at 0.50 FAR retail 	479	958	5,477,126	7,285
• NMC West/South	315	<ul style="list-style-type: none"> 30% of area at 35 du/ac 70% of area at 0.70 FAR office and retail 	3,311	6,621	6,729,889	17,188
• NMC East	264	<ul style="list-style-type: none"> 30% of area at 25 du/ac 30% of area at 0.35 FAR for office 40% of area at 0.3 FAR for retail uses 	1,978	3,956	2,584,524	4,439
• Euclid/Francis	10	<ul style="list-style-type: none"> 50% of the area at 30 du/ac 50% of area at 0.80 FAR retail 	156	312	181,210	419
• SR-60/ Hamner Tuscana Village	41	<ul style="list-style-type: none"> 18% of the area at 25 du/ac 57% of the area at 0.25 FAR retail 25% of the area at 1.50 FAR office 	185	369	924,234	2,098
Subtotal	1,668		15,129	30,257	34,922,836	72,383

ATTACHMENT 2: Future Buildout (Exhibit LU-03) Revision Continued

LU-03 Future Buildout¹

Land Use	Acres ²	Assumed Density/Intensity ³	Units	Population ⁴	Non-Residential Square Feet	Jobs ⁵
Retail/Service						
Neighborhood Commercial ⁶	281	0.30 FAR			3,671,585	8,884
General Commercial	519 476	0.30 FAR			6,788,695 6,220,368	6,307 5,799
Office/Commercial	514 490	0.75 FAR			16,885,775 16,008,300	37,269 35,497
Hospitality	142	1.00 FAR			6,177,679	7,082
Subtotal	1,457 1,389				23,443,735 32,077,932	69,643 57,262
Employment						
Business Park	1,507 1,531	0.40 FAR			26,261,610 26,676,144	46,025 46,817
Industrial	6,384 6,446	0.55 FAR			152,947,888 154,433,268	134,383 134,511
Subtotal	7,891 7,977				179,209,498 181,109,412	180,459 181,328
Other						
Open Space-Non-Recreation	1,232	Not applicable				
Open Space-Parkland ⁶	950	Not applicable				
Open Space-Water	59	Not applicable				
Public Facility	97	Not applicable				
Public School	632	Not applicable				
LA/Ontario International Airport	1,677	Not applicable				
Landfill	137	Not applicable				
Railroad	251	Not applicable				
Roadways	4,871	Not applicable				
Subtotal	9,906					
Total	31,786		60,887 99,726	345,923 345,325	247,675,980 248,110,180	313,303 310,973

Notes

- Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the Policy Plan. Accordingly, the buildout projections in this Policy Plan do not assume buildout at the maximum density or intensity and instead are adjusted downward. To view the buildout assumptions, access the Methodology report.
- Acres are given as adjusted gross acreages, which do not include the right-of-way for roadways, flood control facilities, or railroads.
- Assumed Density/Intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.
- Projections of population by residential designation are based on a persons-per-household factor that varies by housing type. For more information, access the Methodology report.
- To view the factors used to generate the number of employees by land use category, access the Methodology report.
- Acreages and corresponding buildout estimates for these designations do not reflect underlying land uses within the Business Park, Industrial and Commercial Overlays. Estimates for these areas are included within the corresponding Business Park, Industrial and General Commercial categories.