

## ***Appendices***

Appendix A

Legal Description of Property

Appendix B

Excerpts from the City of Ontario Parking Ordinance

## ***Appendix A — Legal Description of Property***

Parcel A and Parcel 2 of Parcel Map 13172, per Parcel Map Book 161, pages 78 through 82 inclusive, records of San Bernardino County.

## **Appendix B -- Excerpts from the City of Ontario Parking Ordinance**

### **Article 25. Off-Street Parking and Loading**

**Sec. 9-3.2500. Purposes.** In addition to the objectives prescribed in Section 9-3.105 of Article 1 of this chapter, requirements and standards for off-street parking facilities and off-street loading facilities are established by this article in order to achieve the following purposes:

(a) To progressively alleviate or to prevent traffic congestion caused by shortage of parking spaces and the loading and unloading of trucks on public streets.

(b) To ensure that off-street parking and loading facilities are provided incidental to new land uses and major alterations and enlargements of existing land uses in proportion to the need for such facilities created by the particular type of land use.

(c) To ensure that off-street parking and loading facilities are designed in a manner that will result in maximum efficiency, protect the public safety, provide for the special needs of the physically handicapped, and where appropriate, insulate surrounding land uses from their impact.

(§ 2. Ord. 2038, eff. April 19, 1979; amended by § 1. Ord. 2224)

**Sec. 9-3.2505. General provisions for off-street parking and loading.** The following regulations shall apply:

(a) Where required. The required number of off-street parking spaces and off-street loading spaces shall be provided at the time of initial occupancy of a site or construction of a structure, or at the time that the use of a site or a structure is altered enlarged converted or increased in capacity by adding uses, floor area, dwelling units, guests rooms, beds, or seats. All off-street parking and loading facilities required by the provisions of this article, or as otherwise provided shall comply with all of the standards prescribed in this article and shall be maintained thereafter in good condition for the duration of the use or uses served by the facilities.

(b) Reductions. No existing use of a site or structure shall be deemed to be nonconforming solely because of the lack of off-street parking spaces or loading spaces required by this article. Any change in occupancy, which results in a more intensive occupancy classification under the Building Code, will require additional parking.

individual uses on the same site have a floor area less than that for which parking or loading spaces would be required, the total gross floor area for all uses on the site shall be used in determining the required number of parking and loading spaces. However, where adjoining uses on the same site have different hours of operation, with no conflict at any time, the Planning Commission may determine that the same spaces may be counted as satisfying the requirements for both uses, provided that the number of spaces is not less than that prescribed for the use requiring the greater number.

(e) Location. All off-street parking spaces and loading spaces required by this article shall be located on the same site as the use that they are intended to serve, provided that for nonresidential uses where the parking spaces cannot be accommodated on the same site, they may be located in a separate off-street parking facility on a site not more than five hundred (500) feet from the use they serve, in accord with the provisions of Article 16.

(f) Fractional number. If in the application of the requirements of this article a fractional number is obtained one parking space or loading space shall be required for a fraction of more than one-half but shall not be required for a fraction of one-half or less.

(g) Outdoor storage. Areas designated for off-street parking and loading, required access drives, and maneuvering areas shall not be used for the outdoor storage of materials.

(h) - Tandem parking. All parking stalls must have direct access from a parking aisle or alley. Parking stalls may not be located behind one another, so that one vehicle has to be moved in order to move another, except in a mobile home park approved pursuant to Article 10 of this chapter.

(§ 2, Ord. 2038, eff. April 19, 1979, as amended by § 22, Ord. 2105, eff. November 6 1980 and § 1 Ord. 2224)

**Sec. 9-3.2510. Required number of off-street parking spaces.** Subject to the provisions of Section 9-3.2505 (f), off-street parking facilities shall be provided for each use in accord with the following schedule:

Use	Requirements
(14) Warehouses or other storage buildings	1 space for each 500 square feet of gross floor area up to 20,000 square feet; plus 1 space for each 1,000 square feet of gross floor area over 20,000 square feet
(15) Automated warehouses, automated distribution facilities, cold storage warehouses	1 space for each 1,000 square feet of gross floor area, or 1 space for each employee on the maximum shift, whichever is less, but not less than 6 spaces. Any change in occupancy which results in a more intensive occupancy classification under the Building Code will require additional parking
(16) Manufacturing plants, assembly plants, and other industrial establishments	1 space for each 500 square feet of gross floor area, excluding floor area used exclusively for truck loading, or 1 space for each employee on the maximum shift, whichever is greater, but not less than 6 spaces

(12) Public utility structure or installation, transportation terminal, or transit station

1 space for each employee on the maximum shift, plus such additional spaces as may be prescribed by the Planning Commission

(f) Special provisions. For a use not specified in the schedule, the same number of off-street parking spaces shall be provided as are required for the most similar specified use, or as approved pursuant to a resolution of the Planning Commission. Additional off-street parking spaces may be required by the Planning Commission for any use upon a finding that the additional spaces are needed to relieve a critical shortage of curb spaces, to facilitate the free flow of traffic on a street, or to reduce a hazard to public safety.

(§ 2 Ord. 2038 eff. April 19, 1979; amended by § 4 Ord. 2132 eff. May 19, 1981, § 6, Ord. 2220 § 1, Ord. 2224, and § 1, Ord. 2457)

**Sec. 9-3.2520. Provisions for the physically handicapped.** Parking spaces specifically designated and conveniently located for the use of the handicapped shall be provided in accordance with current regulations administered by the Building Official.

(§ 2, Ord. 2038, eff. April 19, 1979; amended by § 1, Ord. 2224)

**Sec. 9-3.2525. Standards for off-street parking facilities.** Off-street parking facilities shall conform with the following standards:

(a) Access. Each parking space shall be accessible from a street or alley, provided that no parking space shall be designed to require vehicles to back into a street except for parking spaces that serve a one or two family dwelling.

(b) Proximity to dwelling units. Each parking space required for a residential use shall be located within 150 feet of the entrance to the dwelling unit (structures three (3) stories or more excluded).

(c) Garages and carports. Any garage or carport accessory to the following uses shall be so located as to provide a clear space of not less than twenty (20) feet between the garage or carport entrance and the property line adjoining the street:

(1) One family dwellings:

(2) Two family dwellings:

(3) Multiple dwellings where the garage or carport entrance faces a street.

(d) Entrances and exits. Entrances and exits for off-street parking facilities shall be provided at locations approved by the Engineering Department.

(e) Exterior lighting. Exterior lighting shall be arranged or shielded in such a manner as to contain the direct illumination on the parking area and avoid glare on any adjoining site.

(f) Required yards. Except as otherwise provided in this chapter, no off-street parking space shall be located in a required front yard, in a required side yard on the street side of a corner lot or in a required rear yard on a through lot.

(g) Dimensions and design. The minimum dimensions of offstreet parking facilities shall be as prescribed in the following table and illustrated in the informational handout available in the Planning Department, provided that a parking space located in a garage or carport shall have a clear interior dimension of ten (10) feet in width and twenty (20) feet in length. Access drives shall conform with the following standards:

(1) Access drives for one and two family dwellings shall have a width of not less than ten (10) feet.

(2) All other one-way access drives shall have a width of not less than fifteen (15) feet, provided that a width of not less than twenty (20) feet may be required for one-way drives designated as emergency access roadways.

(3) Two-way access drives shall have a width of not less than twenty-four (24) feet.

For the purposes of this subsection, a drive is the unobstructed open space providing access to the parking facility, and an aisle is the open space needed to maneuver a vehicle into or out of a parking space.

(4) For commercial drive-through facilities, a one-way drive-through lane shall have a minimum width of twelve (12') feet.

- (5) Minimum parking space dimensions are as follows:
- (i) Residential (unenclosed): Minimum ten (10') feet wide by nineteen (19') feet long.
  - (ii) Commercial (perpendicular, 90° — all parking stalls in the C1, C2 or C3 zones, or within an area designated for commercial use within an adopted Specific Plan): Minimum nine (9') feet wide by nineteen (19') feet long.
  - (iii) Commercial (30° — 75° — all parking stalls in the C1, C2 or C3 zones, or within an area designated for commercial use within an adopted Specific Plan): Minimum nine (9') feet wide by nineteen (19') feet long.
  - (iv) Office and industrial uses (all parking stalls in the AP, M1, M2 or M2.5 zoning districts, or within an area designated for office or industrial use within an adopted Specific Plan): Minimum nine (9') feet wide by nineteen (19') feet long.
  - (v) Compact stalls (commercial, office and industrial uses only):
    - (aa) Compact parking stalls shall be a minimum of eight and one-half (8 1/2') feet wide by seventeen (17') feet long.
    - (ab) No more than twenty-five (25%) percent of the total number of required parking stalls in commercial, office or industrial developments may be designed as compact stalls.
    - (ac) Compact parking stalls shall be clustered in minimum groupings of three (3) stalls or more shall be evenly distributed throughout the site and shall have painted identification.
  - (vi) Parallel stalls (0°): Minimum ten (10') feet wide by twenty-three (23') feet long.



**Minimum Off-Street Parking Dimensions (Feet)**

Angle of Parking	Stall Width (W)	Stall Length (L)	Stall Depth (D)	Aisle Width (A)	Single Bay Width (N)	Double Bay Width (P)
0 Degrees (parallel stalls)	10	23	10	12°	22	32
30 Degrees	10	20	18	12°	30	48
	9.5	19	17.7	12°	39.7	47.4
	9.0	18	17.3	12°	29.3	46.6
	8.5	17	15.3	12°	27.3	42.6
	10	14	21	13°	34	55
45 Degrees	9.5	13.4	20.1	13°	33.1	53.2
	9.0	12.7	19.8	13°	32.8	52.6
	8.5	12	18.1	13°	31.1	49.2
	10	12	22	18°	40	62
60 Degrees	9.5	11	21.2	18°	39.2	60.4
	9.0	10.4	21	18°	39	60
	8.5	9.8	19.2	18°	37.2	56.4
90 Degrees	10	10	19	26	45	64
	9.5	9.5	19	26	45	64
	9.0	9.0	19	26	45	64
	8.5	8.5	17	26	43	60

\*For one-way aisles only: minimum width for two-way aisles shall be twenty four (24') feet with corresponding increases in the (N) and (P) dimensions, except for 90° (perpendicular) parking, which requires a twenty-six (26') foot-wide aisle.

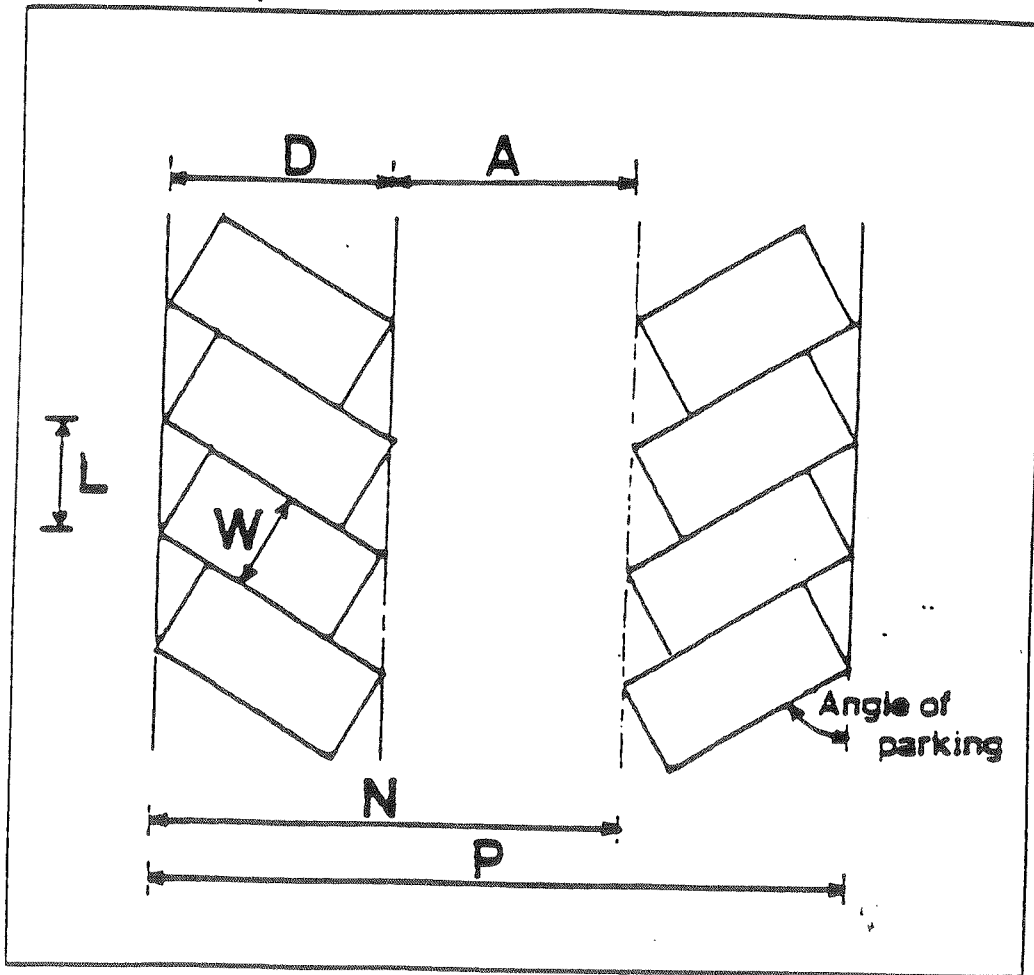
(6) Maximum gradients permitted: (see informational handout available in the planning Department).

(i) Driveway entrances:

(aa) In the case of four (4) or less dwelling units, the driveway or parking aisle shall have a maximum grade of +15% or -6% as measured along the centerline of the driveway or parking aisle. These maximum gradients shall be applicable for a minimum distance of not less than twenty (20') feet from the ultimate right-of-way line of the street or alley.

(ab) In the case of five (5) or more dwelling units or an industrial, commercial, office or public project, the driveway or parking aisle shall have a maximum grade of +15% or -2% as measured along the centerline of the driveway or parking aisle. These maximum gradients shall be applicable for a minimum distance of not less than twenty (20') feet from the ultimate right-of-way line of the street or alley.

(ii) Parking spaces. All parking spaces and parking aisles shall have a maximum grade of five (5%) percent, as measured in any direction.



(7) **Parking lot design.** Commercial or office developments providing parking for fifty (50) or more vehicles shall be designed with access drives. These access drives may not be intersected by a parking aisle or other access drive for a minimum distance of not less than fifty (50) feet from the street right-of-way line.

(h) **Improvements required.** An off-street parking structure shall conform with all applicable requirements of the Uniform Building Code and the Uniform Fire Code. All other off-street parking areas shall conform with all applicable requirements of the Uniform Fire Code and shall be improved as prescribed below:

(1) The surface shall be paved with hard, durable, plant mix asphaltic paving at least two (2") inches thick after compaction or portland cement concrete paving at least three and one-half (3½") inches thick.

(2) Bumper guards or wheel stops shall be provided where necessary to protect a structure or parked vehicles.

(3) The striping of parking spaces, aisles, and driveways and directional signs conforming with the provisions of Article 26 of this chapter shall be provided as necessary to ensure the safe and efficient operation of the parking facility.

(4) An off-street parking facility serving a nonresidential use and intended for use during the hours of darkness shall be illuminated in a manner consistent with the provisions of subsection (e) of this section.

(5) Where not otherwise required by the provisions of this chapter, an off-street parking facility serving a nonresidential use adjoining a R Residential District shall be separated from the district by a six (6') foot solid wall or fence located at the common property line; provided, however, such wall or fence shall not exceed forty-two (42") inches in height where it extends into a required front yard, side yard on the street side of a corner lot, or rear yard on a through lot.  
(§ 2, Ord. 2038 eff. April 19, 1979, as amended by § 23, Ord. 2105, eff. November 6, 1980 and § 1, Ord. 2224 and § 1, Ord. 2532)

**Sec. 9-3.2530. Landscaping.** Outdoor off-street parking areas containing ten (10) or more spaces shall be landscaped, and the landscaping shall be permanently maintained as prescribed below:

(a) **Adjoining streets.** Landscaping consistent with the landscape setback provisions of the base zoning district shall be provided adjacent to the street.

(b) **Interior areas.** Where a parking lot contains ten (10) or more parking spaces and is visible from a street, not less than five (5%) percent of the total area of the lot excluding any perimeter landscaping required by the base district shall be landscaped. Such landscaping shall be distributed throughout the parking lot and shall not be concentrated in any one location. A minimum of fifty (50%) percent of the plant material shall be canopy or shade trees. Curbing not less than six (6") inches in height, if constructed of concrete, and not less than eight (8") inches in height, if constructed of masonry, shall be provided to contain the landscaped areas, and no such landscaped area shall have a dimension of less than three (3') feet or an area of less than twenty (20) square feet.

(c) **Landscape plans.** A landscape plan showing the location of all landscaped areas with the proposed shrubs, trees, and other plant materials clearly labeled and showing the proposed irrigation system shall be provided. The landscape plan shall be subject to approval by the Planning Department with respect to all the requirements of this section, except for the plant materials and the irrigation system, and by the Public Services Agency for the plant materials and the irrigation system. The Public Services Agency shall also review the landscape plan to ensure that it is consistent with the Master Plan of Street Trees.

(§ 2, Ord. 2038, eff. April 19, 1979; amended by § 1, Ord. 2224)

**Sec. 9-3.2535. Required number of off-street loading spaces.** Subject to the provisions of subsection (d) of Section 9-3.2505 of this article, off-street loading facilities shall be provided for each use in accordance with the following schedule:

- (g) Public utility and public service structures or installations transportation terminals, transit stations and any other use which requires recurring deliveries or the distribution of goods, material products, or equipment by truck

1 space, plus such additional spaces as may be prescribed by the Plumbing Commission

For a use not specified in the schedule set forth in this section, the same number of off-street loading spaces shall be provided as are required for the most similar specified use.

(§ 2. Ord. 2038, eff. April 19, 1979; amended by § 1, Ord. 2224)

**Sec. 9-3.2540. Standards for off-street loading facilities.** Off-street loading facilities shall conform with the following standards:

- (a) Access. Each off-street loading space shall be accessible from a street or alley, provided that where the site adjoins an alley in any district except an industrial district, access to the off-street loading facility shall be from the alley.

(b) Entrances and exits. Entrances and exits for off-street loading facilities shall be provided at locations approved by the Engineering Department.

(c) Exterior lighting. Exterior lighting shall be arranged or shielded in such a manner as to contain the direct illumination on the loading area and avoid glare on any adjoining site.

(d) Required yards. Except as otherwise provided in this chapter, no off-street loading space shall be located in a required front yard, in a required side yard on the street side of a corner lot, in a required rear yard on a through lot, or in any other required yard area within twenty-five (25') feet of an R Residential District.

(e) Dimensions. Each off-street loading space shall consist of a rectangular area not less than forty-five (45') feet long and twelve (12') feet wide and shall have an overhead clearance of not less than fourteen (14') feet; provided, however, for mortuaries a loading space used exclusively for hearses shall be not less than twenty-four (24') feet in length and ten (10') feet in width and shall have an overhead clearance of not less than eight (8') feet.

(f) Safety features. Bumper guards or wheel stops, pavement markings, and other vehicular control devices shall be provided as necessary to ensure the safe and efficient operation of the off-street loading facility.

(§ 2, Ord. 2038, eff. April 19, 1979; amended by § 1, Ord. 2224)