# APPENDIX

MME 11/85

# CITY OF ONTARIO
# INITIAL STUDY

FILE NO. 3273-SP, 3274-Z/PM 1080 AND PROJECT DESCRIPTION:

A Specific Plan for planned industrial development, a zone change from M2.5 (Industrial Park) to SP (Specific Plan), and a seventeen (17) lot parcel map

PROJECT TITLE OR SPONSOR:

Milliken Industrial Park Specific Plan

Donald Loynd
4868 McConnell Avenue
Los Angeles, CA 90066

LOCATION:

Northwest corner of the Pomona Freeway and Milliken Avenue

GENERAL PLAN DESIGNATION: Planned Industrial

COMMUNITY PLANNING AREA (CPA): No. 6

| | ZONING | LAND USE |
|---|---|---|
| SITE: | M2.5 | Undeveloped |
| NORTH: | M2.5 | Undeveloped |
| SOUTH: | C3, SP | Freeway, Winery, Creekside Specific Plan Area |
| EAST: | County of Riverside - Undeveloped | |
| WEST: | M2.5 | Undeveloped |

SITE SIZE: 52 ACRES/~~SQUARE FEET~~

## Environmental Factors Checklist

| | ENVIRONMENTAL FACTORS* | Region Wide | City Wide | CPA #6 | SIGNIFICANT PROJECT IMPACTS | MITIGATION MEASURES |
|---|---|---|---|---|---|---|
| EARTH | Seismic Hazards | X | X | 0 | S | See Comment 1 |
| | Soil Conditions | 0 | 0 | X | S | |
| | Topography | - | - | - | - | |
| | Unique Features | - | - | - | - | |
| | Wind Erosion/Hazard | 0 | 0 | X | S | See Comment 2 |
| | Water Erosion | X | 0 | X | - | |
| | Geologic Hazards | - | - | - | - | |
| AIR | Air Emissions/Quality | X | X | X | S | See Comment 3 |
| | Odors | 0 | 0 | 0 | - | |
| | Climate | 0 | 0 | 0 | - | |
| WATER | Surface Flow | 0 | - | 0 | - | |
| | Absorption Rates | X | X | X | S | |
| | Drainage Patterns | 0 | - | 0 | - | |
| | Flood Water | X | X | X | S | |
| | Surface Water (Lakes) | - | - | - | - | See Comment 4 |
| | Flow of Ground Water | X | 0 | X | S | |
| | Ground Water Quantity | X | X | X | S | |
| | Water Quality | X | X | X | S | |
| PLANTS AND ANIMALS | Diversity of Species | 0 | - | 0 | - | |
| | Unique/Rare Species | X | - | - | - | |
| | New Species | 0 | - | - | - | |
| | Habitat Areas/Agri. | X | - | - | - | |
| NOISE | Noise Level | X | X | 0 | - | |
| | Exposure to Noise | 0 | X | X | - | |
| | LIGHT AND GLARE | 0 | 0 | X | S | See Comment 5 |

*Environmental Factors which will affect, or be affected by, current land uses or potential land use changes: X = Major Effect
0 = Moderate or Potential Effect
- = Limited or Negligible Effect
S = Significant or Potentially Significant Effect Requiring Mitigation

| | ENVIRONMENTAL FACTORS* | Region Wide | City Wide | CPA # 6 | SIGNIFICANT PROJECT IMPACTS | MITIGATION MEASURES |
|---|---|---|---|---|---|---|
| | LAND USE | X | X | X | S | See Comment 6 |
| RESOURCES | Use of Natural Resources | 0 | - | - | - | |
| | Deplete Resources | 0 | - | 0 | - | |
| HAZARDS | Toxic Substances/ Hazardous Waste | 0 | 0 | 0 | S | See Comment 7 |
| | Emergency Plans | 0 | X | 0 | - | |
| | POPULATION GROWTH | X | X | X | - | |
| HOUSING | Existing Housing | X | X | - | - | |
| | Housing Factors | X | X | 0 | - | |
| TRANSPORTATION/ CIRCULATION | Vehicle Movement | X | X | X | S | See Comment 8 |
| | Parking | 0 | 0 | - | - | |
| | Transportation Systems | X | X | X | S | |
| | Circulation Patterns | X | X | X | S | |
| | Rail Traffic | 0 | 0 | 0 | - | |
| | Air Traffic | 0 | X | X | - | |
| | Traffic Hazards | 0 | 0 | 0 | - | |
| PUBLIC SERVICES | Fire Protection | X | X | X | S | See Comment 9 |
| | Police Protection | X | X | X | S | |
| | Schools | 0 | 0 | 0 | - | |
| | Parks/Related Facilities | 0 | 0 | 0 | - | |
| | Public Facilities/Services | 0 | 0 | 0 | - | |
| | Other Govt. Services | 0 | 0 | 0 | - | |
| ENERGY | Fuel or Energy | X | 0 | X | S | See Comment 10 |
| | Demand on Energy | X | 0 | X | S | |

*Environmental Factors which will affect, or be affected by, current land uses or potential land use changes: X = Major Effect
0 = Moderate or Potential Effect
- = Limited or Negligible Effect
S = Significant or Potentially Significant Effect Requiring Mitigation

11/85

| | ENVIRONMENTAL FACTORS* | Region Wide | City Wide | CPA # 6 | SIGNIFICANT PROJECT IMPACTS | MITIGATION MEASURES |
|---|---|---|---|---|---|---|
| UTILITIES | Power | X | 0 | 0 | - | See Comment 11 |
| | Natural Gas | 0 | 0 | 0 | - | |
| | Communication | 0 | 0 | 0 | - | |
| | Water | X | X | X | S | |
| | Sewer | X | X | X | S | |
| | Storm Drain | X | X | X | S | |
| | Solid Waste | X | X | X | S | |
| | HUMAN HEALTH | 0 | 0 | X | - | |
| | AESTHETICS | 0 | 0 | X | S | See Comment 12 |
| CULTURAL | Archaeology | 0 | - | 0 | - | |
| | Paleontology | - | - | - | - | |
| | Historic | 0 | 0 | - | - | |
| | Unique Cultural Values | - | - | - | - | |

ADDITIONAL COMMENTS

*Environmental Factors which will affect, or be affected by, current land uses or potential land use changes: X = Major Effect
0 = Moderate or Potential Effect
- = Limited or Negligible Effect
S = Significant or Potentially Significant Effect Requiring Mitigation

11/85

## ENVIRONMENTAL DETERMINATION

On the basis of this environmental assessment:

☐ I find the proposed project is categorically exempt from environmental review in accordance with Section _____ of CEQA.

☒ Based upon the City's Master Environmental Assessment, I find the proposed project will not have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by this Department. All mitigation measures listed in this initial study will become part of the proposed project, or an Environmental Impact Report with a Statement of Overriding Considerations will be prepared.

☐ I find that the environmental impacts of this project were reviewed in conjunction with _____. This application introduces no new significant environmental impacts. The City's "Guidelines for the Implementation of CEQA" provide for the use of a single environmental assessment in situations where the impacts of subsequent projects are adequately analyzed. All applicable mitigation measures adopted with the environmental assessment listed above will become part of the proposed project or a Statement of Overriding Considerations will be prepared.

☐ I find the proposed project may have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the information presented is insufficient for an adequate assessment of the project, and request the following information be provided:

_____

_____

_____

THIS INITIAL STUDY WAS:
PREPARED BY: Cary Greene
REVIEWED BY: Opanyi Nasiali
TYPED BY: yr

O K Nasiali
Signature of Department Head
or Representative

Date: August 6, 1985

11/85

COMMENTS ON FILE NOS. 3273-SP, 3274-Z and PM 1080

1. The Specific Plan shall require that standard structural engineering techniques in accordance with the Uniform Building Code will be utilized to reduce seismic hazards to an acceptable level.

2. The Specific Plan shall state that construction shall conform to the dust control requirements of San Bernardino County, the West End Resource Conservation District, and the City of Ontario Building Department. The Specific Plan shall include recommended measures contained in the MEA.

3. The Specific Plan shall specify measures which will be implemented to reduce air quality impacts.

4. The Specific Plan shall provide a drainage analysis and include measures to minimize water runoff and maximize groundwater percolation.

5. The Specific Plan shall include standards for minimizing on-site lighting and glare impacts.

6. The Specific Plan shall specify the types and location of land uses to be permitted on the site, along with development standards for building setbacks and elevations, open space, landscaping and screening, parking and loading areas, and signage.

7. The Specific Plan shall provide documentation of testing for methane gas migration from the nearby County Landfill.

8. The Specific Plan shall provide a traffic analysis addressing the location and standards of the on-site circulation system and site access.

9. The Specific Plan shall analyze police and fire protection needs and provide for potential funding mechanisms if needed.

10. The Specific Plan shall specify measures designed for energy conservation.

11. The Specific Plan shall specify needed infrastructure facilities to serve the site, including the location, financing, and phasing of improvements. The Plan shall also include provision for recycling of reusable materials (such as aluminum cans and newspapers) and the use of trash compactors to allow for a more effective and sanitary method of solid waste disposal.

12. The Specific Plan shall require that development on parcels adjacent to the freeway must comply with the standards contained in Planning Commission Resolution No. 2392.

11/85

DESCRIPTION: THE LAND REFERRED TO HEREIN IS SITUATED IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL NO. 1:

THAT PORTION OF THE EAST ONE-HALF OF SECTION 1, TOWNSHIP 2 SOUTH, RANGE 7 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL, DATED APRIL 16, 1857, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE NORTH 660 FEET OF THE SOUTH 214.25 ACRES OF SAID EAST ONE-HALF SAID CORNER BEING ON THE WEST LINE OF SAID EAST ONE-HALF DISTANT ALONG SAID WEST LINE SOUTH 0 DEGREES 35 MINUTES 35 SECONDS EAST 2,436.33 FEET FROM A 2 INCH BY 2 INCH SAN BERNARDINO COUNTY TAG MARKING THE NORTHWEST CORNER OF SAID EAST ONE-HALF; THENCE ALONG THE SOUTH LINE OF SAID 660 FEET, SOUTH 89 DEGREES 40 MINUTES 29 SECONDS EAST 30.61 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH 72 DEGREES 04 MINUTES 05 SECONDS WEST 32.28 FEET TO THE WEST LINE OF SAID EAST ONE-HALF; THENCE ALONG SAID WEST LINE NORTH 0 DEGREES 35 MINUTES 35 SECONDS WEST 657.48 FEET MORE OR LESS TO THE SOUTH LINE OF THE NORTH ONE-THIRD OF SAID EAST ONE-HALF; THENCE ALONG SAID LAST MENTIONED SOUTH LINE SOUTH 89 DEGREES 37 MINUTES 54 SECONDS EAST TO THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF THE NORTHEAST ONE-QUARTER OF SAID NORTH 660 FEET; THENCE SOUTHERLY ALONG SAID PROLONGATION AND ALONG SAID LAST MENTIONED WESTERLY LINE TO THE SOUTH LINE OF SAID NORTHEAST ONE-QUARTER; THENCE EASTERLY ALONG SAID LAST MENTIONED SOUTH LINE TO THE EASTERLY LINE OF SAID EAST ONE-HALF; THENCE ALONG SAID EAST LINE SOUTH 0 DEGREES 45 MINUTES 06 SECONDS EAST TO THE SOUTH LINE OF SAID NORTH 660; THENCE ALONG SAID LAST MENTIONED SOUTH LINE NORTH 89 DEGREES 40 MINUTES 29 SECONDS WEST 2,616.71 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION KNOWN AS THE WELLSITE AND REFERRED TO IN THAT CERTAIN WELLSITE AND WELL OPERATING AGREEMENT RECORDED JANUARY 10, 1982, IN BOOK 2879, PAGE 115, OFFICIAL RECORDS.

TOGETHER WITH ALL RIGHTS AS SET FORTH IN THAT CERTAIN AGREEMENT RECORDED OCTOBER 26, 1965, IN BOOK 6500, PAGE 437, OFFICIAL RECORDS.

PARCEL NO. 2:

THAT PORTION OF THE SOUTH 214.25 ACRES OF THE EAST ONE-HALF OF SECTION 1, TOWNSHIP 2 SOUTH, RANGE 7 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO GOVERNMENT SURVEY, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE NORTH 660 FEET OF SAID 214.25 ACRES, SAID CORNER BEING ON THE WEST LINE OF SAID EAST ONE-HALF, DISTANT ALONG SAID WEST LINE SOUTH 0 DEGREES 35 MINUTES 35 SECONDS EAST 2436.33 FEET FROM A 2 INCH BY 2 INCH SAN BERNARDINO COUNTY TAG MARKING THE NORTHWEST CORNER OF SAID EAST ONE-HALF; THENCE ALONG SAID SOUTH LINE OF SAID 660 FEET, SOUTH 89 DEGREES 40 MINUTES 29 SECONDS EAST 30.61 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 72 DEGREES 04 MINUTES 05 SECONDS EAST 1203.31 FEET; THENCE EASTERLY ALONG A TANGENT CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 2945 FEET, THRU A CENTRAL ANGLE OF 8 DEGREES 23 MINUTES 01 SECONDS AN ARC DISTANCE OF 430.92 FEET; THENCE SOUTH 80 DEGREES 14 MINUTES 27 SECONDS EAST 209.78 FEET; THENCE NORTH 89 DEGREES 14 MINUTES 54 SECONDS EAST 30 FEET TO THE WEST LINE OF THE EAST 30 FEET OF SAID EAST ONE-HALF; THENCE ALONG SAID WEST LINE NORTH 0 DEGREES 45 MINUTES 06 SECONDS WEST 412.97 FEET TO THE SOUTH LINE OF SAID NORTH 660 FEET; THENCE ALONG SAID SOUTH LINE NORTH 89 DEGREES 40 MINUTES 29 SECONDS WEST 2586.24 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL NO. 3:

THE NORTHEAST ¼ OF THE NORTH 660 FEET OF THE SOUTH 214.25 ACRES OF THE EAST ½ OF SECTION 1, TOWNSHIP 2 SOUTH, RANGE 7 WEST, SAN BERNARDINO MERIDIAN PER PLAT OF SAID LAND APPROVED BY THE SURVEYOR GENERAL, DATED APRIL 16, 1857, IN THE COUNTY OF SAN BERNARDINO, CALIFORNIA.

**SCS ENGINEERS**
STEARNS, CONRAD AND SCHMIDT
CONSULTING ENGINEERS, INC.

4014 LONG BEACH BOULEVARD
LONG BEACH, CALIFORNIA 90807-2687
(213) 426-9544

ROBERT P. STEARNS, PE
E.T. CONRAD, PE

Roderick A. Carr
Miles J. Haven
Michael W. McLaughlin
Gary L. Mitchell, PE
David E. Ross, PE
William L. Schubert
James J. Walsh, PE

October 2, 1985
File No. 18523

Mr. George H. Mim Mack
Consulting Civil Engineer
214 South Euclid Avenue
Ontario, California 91761

Attention: Mr. Timothy P. Mim Mack, P.E.

Subject: Landfill Gas Migration Study - Ontario Development Project

Gentlemen:

SCS Engineers (SCS) is pleased to submit herewith the results of the subject study. It is our opinion that at present there is no threat of subsurface landfill gas migration onto the proposed project site.

SCS was retained by Donald M. Loynd, owner of the property, to assess the impacts relative to possible subsurface landfill gas (LFG) migration from the nearby Milliken Sanitary Landfill onto property proposed for development. This assessment was undertaken to address the concerns of the City of Ontario with respect to potential LFG hazards. The work plan for this project included the following:

- Obtain and review available site data.
- Install LFG monitoring facilities.
- Monitor for the presence of migrating methane gas.
- Report findings and recommendations (if any).

BACKGROUND

The proposed development property is located in the City of Ontario, California, and is bounded by the Pomona Freeway to the south and Milliken Avenue to the east (see Figure 1). An industrial park, containing a number of 40,000 sq ft buildings, is proposed to be constructed at the site.

Approximately 1,700 ft north of the site is the active Milliken Sanitary Landfill. The landfill is a Class 3 solid waste disposal site owned by the San Bernardino County Environmental

Public Works Agency and operated by R. E. Wolfe Enterprises of California (Class 3 sites may receive only nonhazardous municipal solid waste and inert refuse; hazardous or liquid wastes are not permitted). Sanitary landfills are known sources of methane gas, which can move laterally through subsurface soils to pose a potential explosive hazard to adjacent properties.

## LFG Hazards

When organic debris is buried in a landfill, it will initially decompose by the action of aerobic microorganisms (which require oxygen for survival), producing carbon dioxide and water. When the available oxygen supply has been consumed, anaerobic microorganisms (which are active in the absence of oxygen) continue the decomposition process, the gaseous by-products of which are methane and carbon dioxide. Methane is a colorless, odorless gas that is explosive if ignited at concentrations between 5 and 15 percent by volume in air, the so-called lower and upper explosive limits (LEL/UEL) if ignited. At higher concentrations, methane is flammable. This does not mean that any methane gas in soil is an immediate threat to explode; flames cannot typically propagage through soil. Methane becomes a hazard when it migrates through soil, collects in enclosed spaces (i.e., utility vaults, basements, wall spaces, etc.), and is exposed to an ignition source. Methane has been known to migrate from refuse disposal sites and to cause fires and explosions. Methane itself is not toxic; however, at high levels, methane can potentially displace oxygen resulting in an asphyxiation hazard.

In addition to methane, the LFG which results from anaerobic decomposition contains trace amounts of other gases, including hydrogen sulfide and volatile organics. Recently, there has been concern as to the possible health effects of exposure to significant levels of those compounds. However, due to the low concentration levels typically found in LFG (in the parts per million range) the impact of these trace gases after having migrated great distances through soil is considered negligable.

# FIELD INVESTIGATION

## Monitoring Well Installation

A total of four subsurface LFG monitoring wells were installed along the north perimeter of the proposed development site (see Figure 2). Wells were drilled to a depth of 15 ft using an 8-in diameter continuous flight auger. Sand was encountered through-

out the entire depths of those boreholes, becoming slightly moist at depths of 10 to 15 ft. No ground water was encountered, however. A single 15 ft monitoring probe, consisting of 1/2-in-diameter PVC pipe was placed in each well, the top 1 ft set above grade. The bottom 10 ft of the probes were perforated with 1/8 in diameter holes. All boreholes were backfilled with "pea" gravel around the perforated pipe sections and native soil throughout the remainder. At the top of each probe a 1/4-in cock valve was installed for monitoring purposes. A sketch of a typical LFG monitoring well is shown in Figure 3.

## Monitoring Results

Monitoring for subsurface pressures and methane gas concentrations was performed on September 16 and 23, 1985, using portable field instruments. Results of these tests are displayed in Table 1. On September 16 two confirmatory gas samples were obtained and subsequently analyzed by gas chromatograph at the SCS Laboratory. Results are presented in Table 2.

Results show that on the test dates, no detectable levels of methane gas were present in any of the probes. The low levels of carbon dioxide shown in Table 2 suggest that aerobic decomposition of organic materials typically present in soils may be occuring. The relatively low subsurface pressures encountered are likely due to barometric fluctuations.

## CONCLUSION

Our test results indicate that there is no evidence of the migration of methane onto the subject property from the Milliken Landfill. Further, we would not normally expect that methane would migrate from the Milliken Site to the subject property. We are not aware of any instance where LFG has been observed to migrate such a distance. Los Angeles County has implemented an ordinance requiring a methane investigation for buildings proposed within 1,000 ft of any landfill; this is the most rigorous rule in the nation, and the Loynd property would not be subject to this rule were it is Los Angeles County.

Therefore it is our opinion that the site is not subject to methane hazards from the Milliken site.

Please feel free to call the undersigned if you have any questions about the above results or procedures.

Very truly yours,

Galen S. Petoyan

Galen S. Petoyan
Sr. Project Engineer

Mark Beizer/gh

Mark B. Beizer, P.E.
Project Director
SCS ENGINEERS

GSP/MBB:kk

TABLE 1. RESULTS OF FIELD MONITORING

| Monitoring Well No. | 9/16/85 Pressure (in-wc)* | 9/16/85 $CH_4$ (% v/v)** | 9/23/85 Pressure (in-wc) | 9/23/85 $CH_4$ (% v/v) |
|---|---|---|---|---|
| 1 | ND† | ND | ND | ND |
| 2 | +0.025 | ND | ND | ND |
| 3 | +0.05 | ND | ND | ND |
| 4 | +0.05 | ND | ND | ND |

* Pressure: inches water column

** Methane: percent by volume

† ND = None Detected

11/85

TABLE 2. RESULTS OF LABORATORY ANALYSIS* OF GAS SAMPLES

| Date | Monitoring Well No. | Results (% v/v)** | | | |
|---|---|---|---|---|---|
| | | $CO_2$ | $O_2$ | $N_2$ | $CH_4$ |
| 9/16 | 2 | 0.5 | 21.4 | 78.1 | <0.5 |
| 9/16 | 4 | 0.5 | 21.4 | 78.1 | <0.5 |

* Analysis via Varian 2700 Gas Chromatograph

** Percent by volume

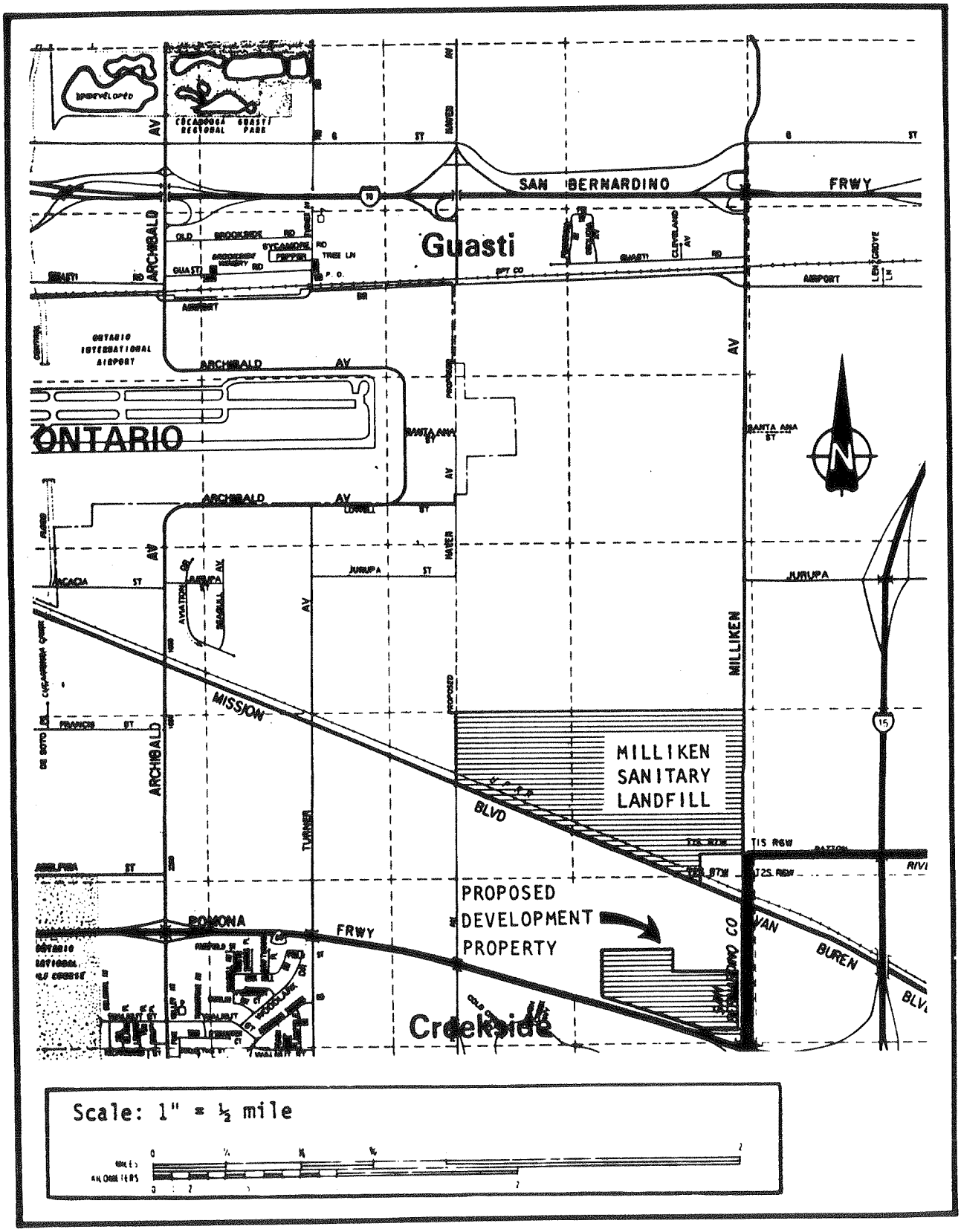



Figure 1. Site Location

11/85

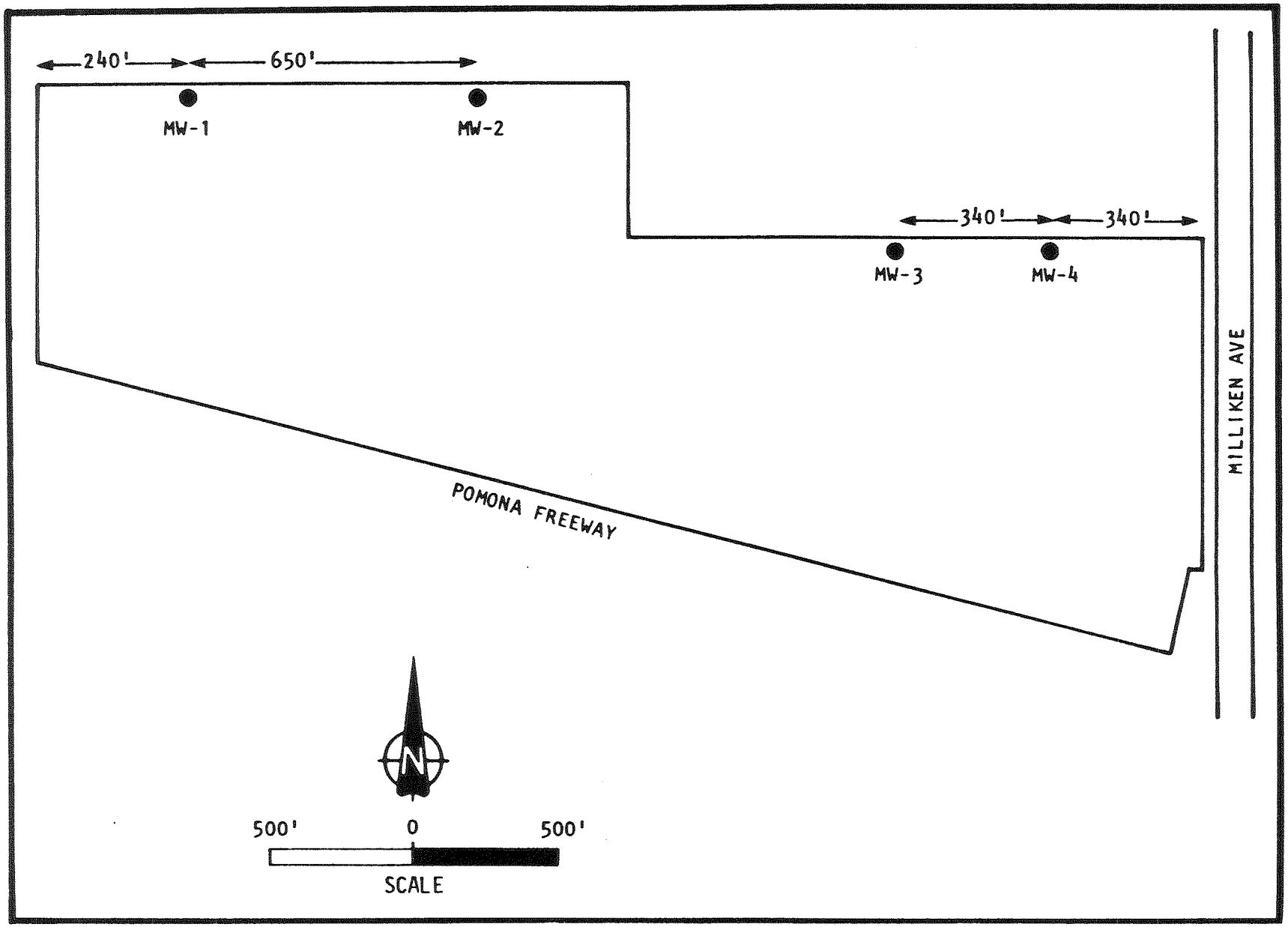
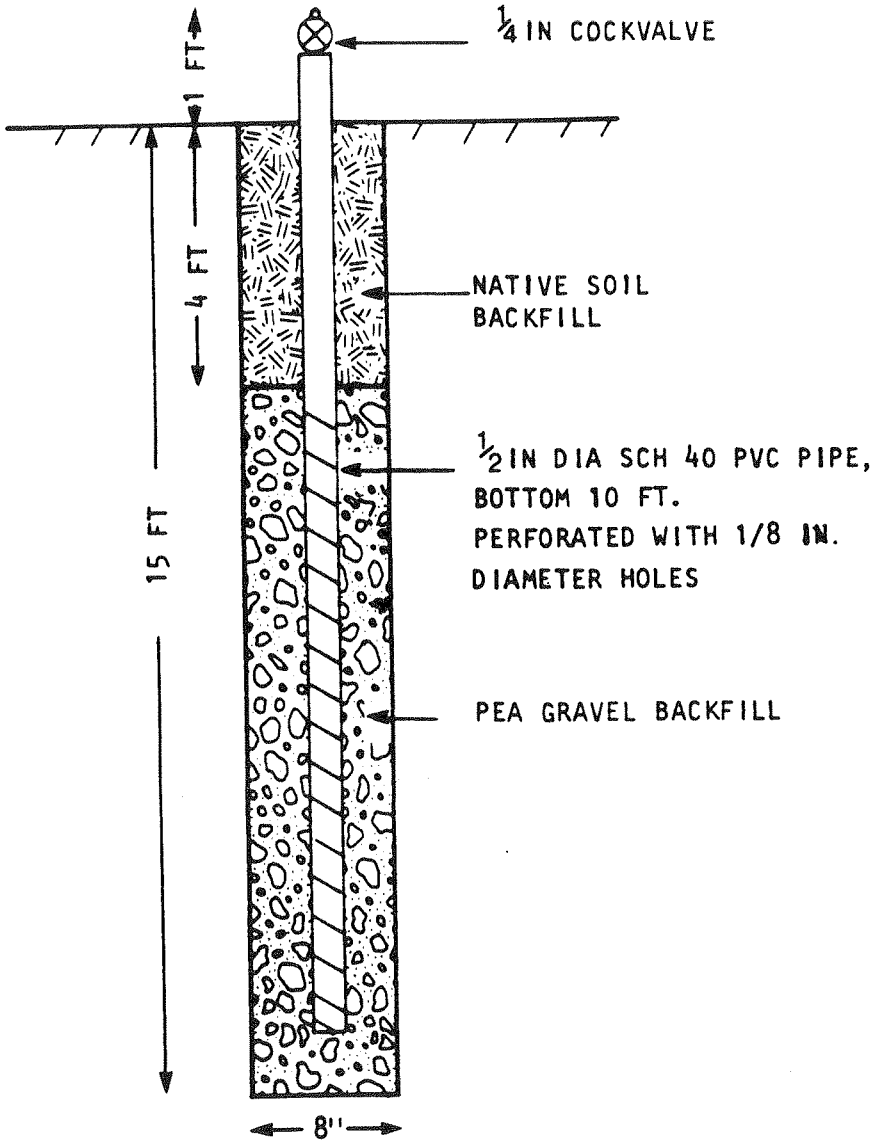



Figure 2. LFG Monitoring Well Locations




11/85

Figure 3. Typical LFG Monitoring Probe Well

ONTARIO PLANNING COMMISSION

RESOLUTION NO. 2392

RESOLVED by the Planning Commission of the City of Ontario, that standards established below be adopted as policy for regulating development along Mission Boulevard; San Bernardino Freeway (I-10), Pomona Freeway (State Highway 60), and Devore Freeway (I-15):

A. Building Orientation

1. All buildings shall face the highway, except where the highway is substantially elevated.

2. The size, height, number and type of on-premise signs shall be the minimum necessary for identification pursuant to the sign ordinance.

3. Open storage of materials and equipment should be permitted only when incidental to the permitted use, provided that such storage area shall not face the highway, and shall be shown and approved on the site plan.

4. Overhead doors, garages or loading zones shall be placed facing away from view of the highway.

5. All mechanical equipment shall be screened from public view.

B. Landscaping

1. Not less than 20 feet of landscaping, measured from the public right-of-way, shall be provided and permanently maintained.

2. Proposed development should be designed to preserve existing stands of trees whenever practicable.

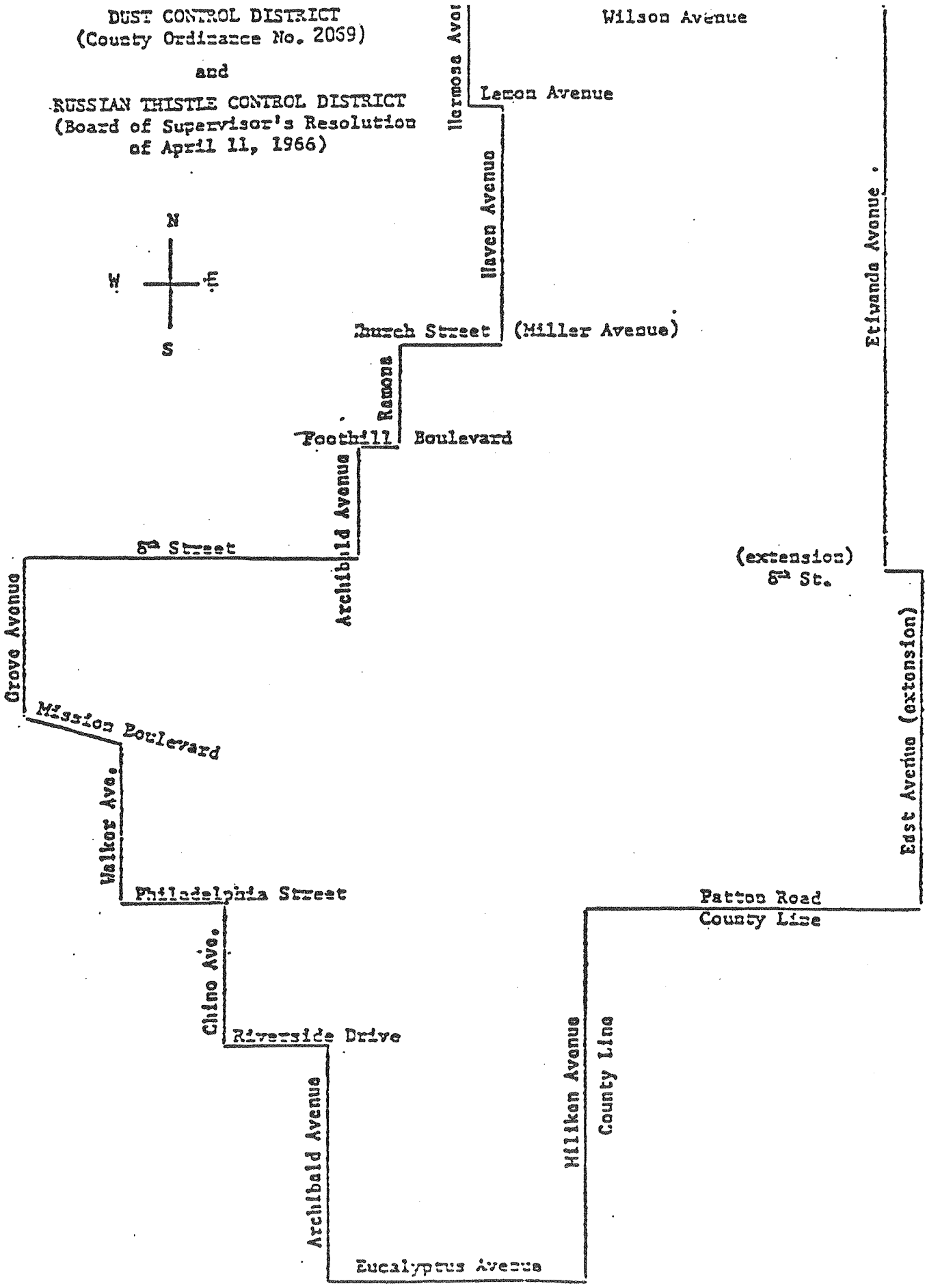
- - - - - -

I hereby certify that the above Resolution was duly and regularly passed at a meeting of the Ontario Planning Commission on May 27, 1980.



Joyce Babroy
Secretary

11/85






**Appendix 5**
11/85

# ORDINANCE NO. 2069

AN ORDINANCE OF THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AMENDING THE COUNTY CODE BY AMENDING CHAPTER 1 OF DIVISION 2, TITLE 6, PERTAINING TO SOIL EROSION BY WIND

The Board of Supervisors of the County of San Bernardino, State of California does ordain as follows:

SECTION 1 The San Bernardino County Code is hereby amended by the amendment of Chapter 1 of Division 2, Title 6, which chapter shall read as follows:

## Chapter 1

## CONTROL OF BLOWING SAND AND SOIL EROSION

Sections:



62.011 Statement of Hazardous Condition.

The Board of Supervisors of the County of San Bernardino does hereby find and determine that there exists within the West End Resource Conservation District, serious and hazardous wind erosion problems creating conditions that affect the health, safety, welfare, and property of the residents of the County of San Bernardino, in that the improper and untimely disturbance of the surface or subsurface of the land, the soil of which is coarse textured and of a sandy nature, and because of its character and the presence of strong prevailing winds, seasonal and otherwise, it is progressively being eroded by winds and blown in substantial quantity onto public roads, and other public and private property.

The Board of Supervisors further finds that these conditions are more prevalent and more in need of immediate correction within the boundaries as more particularly described in Section 62.014 of this chapter.

62.012 Permit Requirement.

It shall be unlawful for any person, firm, or corporation, or any agent thereof who owns or is in possession or control of land to disturb the surface or subsurface of land by excavating, leveling, cultivating, discing, plowing, native blading, removing vegetation, natural or planted, tree, vine or root crops, or by distributing or spreading a substantial quantity of sumine soil on said land, or by any other human likely to cause or contribute to wind erosion of said land, or to aggravate said erosion thereon within the area described in Section 62.014 of this chapter, at any time without first having obtained a valid permit therefor and having complied with the terms of said permit as provided for in this chapter.

62.013 Prevention of Dust Storms.

To conserve the natural resources within the area described in Section 62.014 of this chapter, and to minimize the injurious effects of dust storms, the owner and all persons in possession of real property within said area shall prevent dust blowing therefrom, as nearly as that can be done by the taking of reasonable measures and means.

62.014 Territory Boundaries.

The provisions of this chapter shall apply to all that territory included within the exterior boundaries described as follows:

State of California, County of San Bernardino, beginning at the north quarter corner of Section 26, T1N, R7W, SBBM,

1. Thence east along section lines to an intersection with the range line between R7W and R6W;
2. Thence along said range line to the northwest corner of Section 30, T1N, R6W, SBBM;
3. Thence east along section lines to the northeast corner of Section 29, same township and range;
4. Thence south along section lines to an intersection with the San Bernardino Base Line;
5. Thence along said line to the northeast corner of Section 5, T1S, R6W, SBBM;
6. Thence south along section lines to the northwest corner of Section 10, same township and range.
7. Thence east along the section line to the north quarter corner of said Section 10;
8. Thence south along the north and south quarter section line of said Section 10, and continuing south along the north and south quarter section line of Sections 21, 28, and 33, same township and range, to the south line of said Section 33;
9. Thence west along the township line between T1S and T2S to an intersection with the range line between R6W and R7W;
10. Thence south along said line to the southeast corner of Section 13, T2S, R7W SBBM;
11. Thence west along section line to the southwest corner of Section 14, same township and range;
12. Thence north along said section line to the southwest corner of Section 2, same township and range;
13. Thence west along section lines to the southwest corner of Government Lot 6 of Section 3, same township and range.
14. Thence north along the west line of Government Lots 6, 5, 4, and 3 of said Section 3 to an intersection with the township line between T1S and T2S
15. Thence west along said line to the south quarter corner of Section 33, T1S, R7W, SBBM.
16. Thence north along the north and south quarter section line of said Section 33, and continuing north along the north and south quarter section line of Section 28, same township and range, to an intersection with the northwest line of the Union Pacific Railway Company's right of way;
17. Thence northwest along said line to an intersection with the west line of said Section 28;
18. Thence north along section lines to an intersection with the westerly prolongation of the south line of Parcel No. 2 as shown on State Board of Equalization Land Identification Map No 804-36-2, said map showing the right of way of the A.T.&S.F. Railway Co.;
19. Thence west along said prolongation and line to the southwest corner of said parcel No. 2;
20. Thence across Vineyard Avenue to the southwest corner of Parcel No. 3 as shown on said map;
21. Thence east along the south line of said Parcel No. 3 to the southeast corner of said Parcel No. 3;
22. Thence across Helman Avenue to the southwest corner of Parcel No. 4 as shown on said map;
23. Thence east along the south line of said Parcel No. 4 and in prolongation to an intersection with the west line of Section 14, T1S, R7W, SBBM;
24. Thence north along section lines to the southwest corner of Section 2, same township and range;
25. Thence east along the section line to an intersection with the west line of the east half of the west half of said Section 2.
26. Thence north along said line to an intersection with the east and west quarter section line of said Section 2;
27. Thence east along said line to an intersection with the west line of Section 1, same township and range;
28. Thence north along said line to an intersection with the San Bernardino Base Line;
29. Thence along said line to the southwest corner of Section 36, T1N, R7W, SBBM;
30. Thence north along section lines to an intersection with the south line of the north half of the south half of Section 25, same township and range;
31. Thence west along said line to an intersection with the north and south quarter section line of said Section 26;
32. Thence north along said line to the north quarter corner of said Section 26, the point of beginning.

62.015 Permit.

(a) APPLICATION. Application for the permit required by this chapter shall be made in writing to the County Agricultural Commissioner on forms provided by the County for this purpose, and shall set forth such information required to enable the Agricultural Commissioner or his deputy to fix and prescribe appropriate conditions which will prevent or minimize wind erosion of the permittee's soil.

(b) PERMIT CONDITIONS. The permit shall be subject to such economically feasible conditions as the Agricultural Commissioner may require which will assure that surface protection at or prior to the time of the disturbance of the surface or subsurface of the land is provided for, so as to prevent the soil on said land from being eroded by wind and blown onto public roads or other public or private property. Such protective measures as required by said Agricultural Commissioner shall be provided by means of agricultural measures, or any other effective method or combination of methods of holding the soil in place as determined by the Soil Erosion and Dust Prevention Commission.

(c) APPEAL FROM DENIAL OF PERMIT OR PERMIT CONDITIONS. Any applicant may appeal to the Soil Erosion and Dust Prevention Commission from the decision of the Agricultural Commissioner in disapproving of a permit as required herein, or from the conditions of approval imposed by said Agricultural Commissioner. The appeal shall be taken in accordance with Section 62.018 of this chapter.

62.016 Fees.

The yearly fee for each permit issued shall be as set forth in the Schedule of Fees Section 16.021 of this Code. The permit shall run from November 1 to October 31 of the next succeeding calendar year.

62.017 Exemptions.

The provisions of this chapter shall not apply to the disturbance of the surface or subsurface of the land under the following circumstances:

(a) When such activities are required by another ordinance, statute, rule, or regulation.

(b) When necessary to grade, level or otherwise install, repair, or replace utility services with respect to the boundaries of utility or public rights of way.

(c) When the disturbance of the ground surface is confined to an area of one (1) acre or less.

62.018 Establishment of the Soil Erosion and Dust Prevention Commission.

The Soil Erosion and Dust Prevention Commission shall consist of seven (7) regular members, appointed by and serving at the pleasure of, the body appointing as set forth below, and each for a term of three (3) years. Four of the members, three of which shall be actively engaged in farming within the area set forth in Section 62.014, shall be appointed by the Board of Supervisors; one member, representing the City of Ontario, shall be appointed by that City Council; one member, representing the City of Fontana, shall be appointed by that City Council; and one member shall be from the West End Resource District Board of Directors, and shall be appointed by that body.

The Soil Erosion and Dust Prevention Commission shall hear appeals of any orders, requirements, decisions, determination or interpretation by the Agricultural Commissioner in the administration or enforcement of the provisions of this chapter. Its decision shall be final.

62.019 Annexation of Additional Territory.

On the recommendation of the Agricultural Commissioner and with the approval of the Board of Supervisors, additional areas can be annexed to the area described in Section 62.014 under the following conditions:

(a) Conditions exist that are stated in Section 62.017.

(b) The area is contiguous to the area described in Section 62.014.

62.0110 Notice.

In case any land presents a hazardous condition that may affect the health, safety and welfare of neighboring land, roadways and residents because of the condition of the land with regard to loose soil and windy conditions, the owner of record will be notified of such conditions by the Commissioner or his deputy. If, after proper notification of the hazardous conditions, they are not corrected within the time limit set forth, which shall be thirty (30) days, the Commissioner may order the property presenting such conditions to be corrected as reasonably and economically as possible in accordance with the discretion of the Commissioner. The County Auditor shall pay the cost of such compliance from the funds of the Agricultural Commissioner. The total cost of such compliance shall be computed and an administrative fee of twenty percent (20%) of such cost shall be added thereto. A bill for the entire sum of the costs and administrative fee shall be mailed to the record owner of such land and a copy shall be sent to the County Auditor. The bill shall include an itemized statement covering the work necessary for such abatement of hazardous condition. If the record owner of the land or his agent does not pay the bill within thirty (30) days after said mailing, the Commissioner shall certify to the Auditor the demands remaining unpaid on said bill together with any information required by law in such cases. The County Auditor shall cause the amount of the same to be entered on the tax roll as a special assessment and tax lien on the property from which abatement of hazardous condition was accomplished. The special assessment shall be included on the next succeeding tax statement. Thereafter the amounts of the assessment shall be collected at the same time and in the same manner as County taxes are collected, and shall be subject to the same penalties, and the same procedure and sale in case of delinquency as is provided in ordinary taxes. All or any portion of such special assessment, penalty, or costs entered shall be ordered by the Board of Supervisors be cancelled by the Auditor if not collected or refunded by the County Treasurer under order of the Board of Supervisors, if assessment, penalty, or costs were entered, or paid or paid:

(a) More than once;

(b) Through clerical error;

(c) Through the error or mistake of the Board of Supervisors or of the Commissioner in respect to any material fact including the case where the costs rendered show the County abated the land, but such was not the fact;

(d) Illegally;

(e) On property acquired after the lien by the State or any city, county, school district, or other political subdivision and because of this public ownership not subject to sale for delinquent taxes.

No order for refund under the foregoing shall be made except on a claim verified by the person who paid the special assessment or the representative of such person or his estate and said claim is filed within three (3) years after making the payment to be refunded.

SECTION 2. This ordinance shall take effect thirty (30) days after its adoption.

DENNIS HANSBERGER, Chairman
Board of Supervisors

ATTEST:
LEONA RAPOPORT, Clerk of the
Board of Supervisors

STATE OF CALIFORNIA )
COUNTY OF ) ss.
SAN BERNARDINO )

I, LEONA RAPOPORT, Clerk of the Board of Supervisors of the County of San Bernardino, State of California, hereby certify that at a regular meeting of the Board of Supervisors of said County and State, held on the 19th day of April, 1976, at which meeting were present Supervisors Dennis Hansberger, Chairman; James L. Mayfield; Daniel D. Mikesell; Robert O. Townsend; Nancy E. Smith; and the Clerk, the foregoing ordinance was passed and adopted by the following vote, to wit:

AYES: Supervisors Mayfield, Mikesell, Townsend, Smith, Hansberger.

NOES: None.

ABSENT: None.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Board of Supervisors this 19th day of April, 1976.

LEONA RAPOPORT, Clerk of
the Board of Supervisors of the
County of San Bernardino,
State of California.

11/85

CITY OF ONTARIO - PLANNING DEPARTMENT
303 East "B" Street, Ontario, California 91764
(714) 986-1151

# DEVELOPMENT PLAN REVIEW

GENERAL INFORMATION

## WHAT IS A DEVELOPMENT PLAN?

A Development Plan is a set of drawings which describe in detail how a project is proposed to be developed on a particular site. These drawings include a site plan, floor plans, and building elevations.

## DEVELOPMENT ADVISORY BOARD REVIEW

All Development Plans must be reviewed by the Development Advisory Board (DAB), which is a technical review committee composed of those City staff department heads (or their representatives) who are responsible for the physical development of the city. The Board membership includes:

a. Assistant City Manager/Community Development;
b. Planning Department;
c. Engineering Department;
d. Public Services Agency;
e. Building Department;
f. Police Department; and
g. Fire Department.

The DAB will review the various departmental recommendations with the applicant at a regularly scheduled meeting (first and third Monday of each month). The DAB will take action to approve (or recommend that the Planning Commission approve) the application, to continue the review, or to disapprove the application. Any approval granted by the DAB becomes null and void two years following the date on which the approval became effective unless prior to the expiration of two years a building permit is issued and construction has commenced.

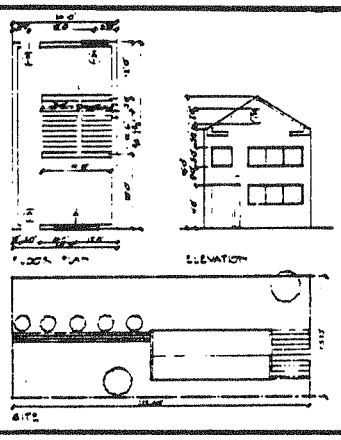
SUBMITTALS:

____ Completed Application
____ Notice of Intent
____ Development Plan Checklist
____ Letter of Authorization from each property owner
____ Site Plan (12 copies) MAPS MUST BE FOLDED TO 8½x11"
____ One (1) 8 1/2"x11" copy of the site plan
____ Floor Plans (6 copies)
____ Exterior Elevations ( 6 copies)
____ Filing Fees
____ Other _____

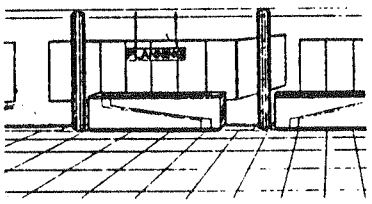
# DEVELOPMENT PLAN PROCEDURE

CONCEPTUAL STAGE: Prior to formally submitting a Development Plan for DAB review, the Planning Department recommends that the applicant prepare a conceptual version of the plan and meet with the Planning staff to discuss the proposed project in terms of the following:

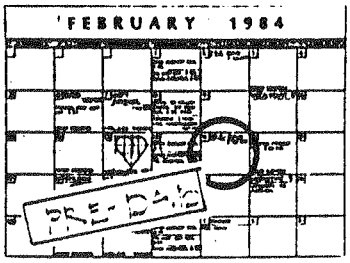
- its conformance with the General Plan and Zoning;
- its compatibility with surrounding land use; and
- any special requirements or existing conditions which may have an impact on how the project is developed.



FILING: The applicant must submit a completed application, Notice of Intent, filing fees, site plans, etc. to the Planning Department. Upon determining that an application is complete, the Planning Department will schedule the project for the next available DAB meeting. If the Planning Department determines that an application is not complete, the project will not be scheduled for a DAB meeting until the required items have been submitted. NOTE: A determination of "completeness" will not necessarily be made "over the counter" upon payment of fees.



STAFF REPORT AND PRE-DAB MEETING: On the Thursday morning prior to a DAB meeting, the DAB members meet informally to review their recommended conditions of approval for each project. Applicants are encouraged to attend and participate in this "working session" meeting. Applicants will be provided with a copy of the combined departmental reports on their projects at this time.




DEVELOPMENT ADVISORY BOARD MEETING: At the DAB meeting, Board members will act on the recommended conditions of approval. Applicants or their representative will be given the opportunity to address the Board on any recommended condition and/or answer any questions the Board may have regarding the project. NOTE: Certain projects also require Planning Commission approval. For further information, please contact the Planning Department.

APPROVED
Planning Commission
City of Ontario
Date Feb. 28, 1984
Subject to Conditions

CITY OF ONTARIO - PLANNING DEPARTMENT
303 East "B" Street, Ontario, California 91764
(714) 986-1151

APPLICATION FOR
# DEVELOPMENT PLAN REVIEW

PROPERTY OWNER: _____
ADDRESS: _____
_____
TELEPHONE: ( ) _____

APPLICANT: _____
ADDRESS: _____
_____
TELEPHONE: ( ) _____

APPLICANT'S REPRESENTATIVE: _____
ADDRESS: _____
_____
TELEPHONE: ( ) _____

FOR DEPARTMENT USE ONLY

DATE: _____
FILE NO: _____
REC'D BY: _____
FEE: $_____
_____
RECEIPT: # _____
RELATED ITEM(S):
_____
_____
_____
TENTATIVE SCHEDULE:
DAB _____
PC _____
CC _____

LOCATION

SUBJECT PROPERTY IS GENERALLY LOCATED: _____
_____
_____

ZONING

EXISTING ZONING: _____ PROPOSED ZONING: _____
EXISTING LAND USE: _____

PRECISE LEGAL DESCRIPTION

(Use separate sheet(s) if necessary) _____
_____
_____
_____
_____

PARCEL NUMBER(S)

County Assessor's Book, Block and Lot Number: _____
_____

DEVELOPMENT PLAN REVIEW

BACKGROUND INFORMATION

General Plan Designation: _____

Community Planning Area: _____

Site Area: _____ Acres/Sq.Ft. No. of Phases: _____

Building Area: Existing Structure(s): _____(sq. ft.)

New Structure(s): _____(sq. ft.)

% of Site Covered by Buildings: _____

Occupancy Classification: Occupancy Code: _____

Type of Construction: _____

Roof Material: _____

Landscaped Area (sq. ft.): _____

Paved Area: _____(sq. ft.)

Off-Street Parking Spaces Provided: _____

Residential Projects Only:

Common Open Space Total _____(sq. ft.)

Private Open Space Total _____(sq. ft.)

Private Open Space/Unit _____(sq. ft.)

PROJECT DESCRIPTION

A description of the proposed project in enough detail to give the reviewer a "word picture" of the development:

_____

_____

_____

_____

_____

_____

_____

_____

_____

Did this project receive a conceptual review from the Planning Department staff?

YES/NO

LETTER OF AUTHORIZATION

CITY OF ONTARIO - PLANNING DEPARTMENT

# AFFIDAVIT

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

I, _____, being duly sworn, depose and say that I am the applicant in the foregoing application, that I have read the foregoing application and know the content thereof and state that the same is true and correct to the best of my knowledge.

_____
Applicant (signature)

_____
Address

_____

(  )_____
Telephone

I, _____, the owner (if other than the applicant) of the real property involved in this application, do hereby consent to the filing of this application.

_____
Owner (signature)

_____
Address

_____

(  )_____
Telephone

Subscribed and sworn to before me this _____ day of _____, 19____.

_____
Notary Public

# DEVELOPMENT PLAN CHECKLIST

The following information shall be provided on all development plans submitted to the City of Ontario as part of an application for development plan review:

GENERAL:

____ No smaller than 17"x22"; no larger than 36"x60"
____ All dimensions shall be drawn to scale; no smaller than 30 feet to the inch
____ Date of preparation or revision
____ North arrow and vicinity map

SITE PLAN:

____ Precise legal description
____ Property lines and dimensions
____ Adjacent streets (distance from centerline)
____ Buildings and structures, existing and proposed (with finished grades)
____ Preliminary grading, preliminary drainage analysis, existing and proposed drainage facilities
____ Dimensions and nature of easements
____ Street improvements: curbs, gutters, sidewalks, fire hydrants, street lights, street trees, drainage structures (if applicable)
____ Parking layout showing sizes and location of each stall, back-up areas, and drives; driveway approaches, curb cuts, pedestrian access, utility vehicle access
____ Handicapped parking
____ Loading zones
____ Location of existing utility poles and water/sewer lines
____ Location, height and composition of walls/fences (existing/proposed)
____ Location of refuse areas, together with wall or fence heights and type of materials
____ Outside storage areas
____ Setback distances, yards and spaces between buildings or between property lines and buildings
____ Landscaping (existing and proposed)

FLOOR PLANS:

____ Interior layout and dimensions of all levels
____ Finished floor elevations of ground floors

ELEVATIONS:

____ All sides of each structure
____ Type of materials (split-face block, tilt-up concrete, wood siding, etc.)
____ Colors to be used
____ Screening treatment for HVAC equipment
____ Sign program (commercial/industrial projects)

IMPORTANT NOTE: If the site to be developed is located within a 100 year flood zone, as defined by the City's Flood Damage Prevention Ordinance, additional information will be required prior to accepting the application as being complete. Contact the Planning Department for a list of additional requirements.

CITY OF ONTARIO - PLANNING DEPARTMENT
303 East "B" Street, Ontario, California 91764
(714) 986-1151

# SPECIFIC PLAN/AMENDMENT TO SPECIFIC PLAN

GENERAL INFORMATION

WHAT IS A SPECIFIC PLAN?

A Specific Plan is prepared in order to develop a coordinated comprehensive project that will provide for the systematic implementation of the General Plan. The development standards and regulations contained in the Specific Plan replace and supplement the standards contained in the zoning ordinance. Any matters not addressed in the Specific Plan will be governed by other applicable regulations and standards of the City.

SUBMITTALS:

___ Completed Application
___ Notice of Intent
___ Letter of Authorization from each property owner
___ Letter of Certification
___ Property Owner List/Envelopes/Map
___ Draft Specific Plan (35 copies)
___ Filing Fees
___ Other _____

CITY OF ONTARIO - PLANNING DEPARTMENT
303 East "B" Street, Ontario, California 91764
(714) 986-1151

APPLICATION FOR
# SPECIFIC PLAN/AMENDMENT TO SPECIFIC PLAN

PROPERTY OWNER: _____
ADDRESS: _____
_____
TELEPHONE: ( ) _____

APPLICANT: _____
ADDRESS: _____
_____
TELEPHONE: ( ) _____

APPLICANT'S REPRESENTATIVE: _____
ADDRESS: _____
_____
TELEPHONE: ( ) _____

FOR DEPARTMENT USE ONLY

DATE: _____
FILE NO: _____
REC'D BY: _____
FEE: $_____
_____
RECEIPT: # _____
RELATED ITEM(S):
_____
_____
_____
TENTATIVE SCHEDULE:
DAB _____
PC _____
CC _____

LOCATION

SUBJECT PROPERTY IS GENERALLY LOCATED: _____
_____
_____

ZONING

EXISTING ZONING: _____ PROPOSED ZONING: _____
EXISTING LAND USE: _____

PRECISE LEGAL DESCRIPTION

(Use separate sheet(s) if necessary) _____
_____
_____
_____
_____

PARCEL NUMBER(S)

County Assessor's Book, Block and Lot Number: _____
_____

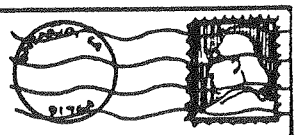
## SPECIFIC PLAN/AMENDMENT TO SPECIFIC PLAN

**PROJECT DESCRIPTION**

A description of the proposed project in enough detail to give the reviewer a "word picture" of the development:

**EXAMPLE FOR ADDRESSING ENVELOPES**

City of Ontario
Planning Department
303 East "B" Street
Ontario, CA 91764



(ASSESSOR'S PARCEL NUMBER)

0000-000-00
John and Mary Doe
1234 First Street
Ontario, CA 91764

CITY OF ONTARIO - PLANNING DEPARTMENT

**MAILING LIST INSTRUCTIONS**

Each application shall include a mailing list containing the *NAMES, ADDRESSES AND ASSESSOR'S PARCEL NUMBERS* of owners of *REAL PROPERTY* within a radius of three hundred (300') feet measured from the exterior boundaries of the property. This information shall be obtained from the latest San Bernardino County equalized assessment rolls. Please include the *OWNERS, APPLICANTS, AND REPRESENTATIVES* on the list; a *map* illustrating the three hundred (300') foot radius boundary and *all* parcels within the boundary (copies of recent assessor's maps will be accepted for the map); and *business-size envelopes* prepared for mailing to each name on the mailing list. Return address should read: City of Ontario, Planning Department, 303 East "B" Street, Ontario, California 91764.

**LETTER OF CERTIFICATION**

I, _____ hereby certify that the attached list contains the names and addresses of all persons to whom all property is assessed as they appear on the latest available assessment roll of the County of San Bernardino within the area described and for a distance of three hundred (300') feet from the exterior boundaries of property legally described as:

_____

_____

_____

_____

_____

DATE _____ (SIGNED) _____

LETTER OF AUTHORIZATION

CITY OF ONTARIO - PLANNING DEPARTMENT

# AFFIDAVIT

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

I, _____, being duly sworn, depose and say that I am the applicant in the foregoing application, that I have read the foregoing application and know the content thereof and state that the same is true and correct to the best of my knowledge.

_____
Applicant (signature)

_____
Address

_____

(  ) _____
Telephone

I, _____, the owner (if other than the applicant) of the real property involved in this application, do hereby consent to the filing of this application.

_____
Owner (signature)

_____
Address

_____

(  ) _____
Telephone

Subscribed and sworn to before me this _____ day of _____, 19____.

_____
Notary Public

# GUIDELINES FOR PREPARATION OF

# SPECIFIC PLANS IN THE CITY OF ONTARIO

## I. PLANNING CONCEPTS:

(A) Main goals and objectives the Specific Plan is trying to achieve.

(B) Visual image the Specific Plan is trying to create - the type and character of development. Include general architectural and landscape descriptions. (Section VI will discuss materials and textures.)

(C) Community and regional perspective: Location and integration.

## II. GENERAL NOTES:

Applicable to the entire Specific Plan area.

## III. SUMMARY OF EXISTING CONDITIONS:

(A) Exhibit map depicting existing land uses, existing utilities and infrastructure facilities (if any), and existing trees over 6 feet in height.

## IV. COMPONENT PLANS:

(A) Land use plan, showing planning units and types of land uses permitted in each unit. The land use plan should include area in net acres for each planning unit, and should include maximum number of dwelling units (residential) or maximum square footage (commercial, industrial, other land uses).

(B) Land use phasing plan, depicting the phases in which the Specific Plan area will be developed.

(C) Circulation plan, showing the concept of vehicular access and circulation through the Specific Plan area. All public and private streets should be shown. Standards for vehicular access and driveway locations should be provided.

(1) Street sections:
  (a) Curb-to-curb
  (b) Right-of-way (public streets)

(2) Sidewalk and recreational trail systems.

(D) Infrastructure plan, including phasing of facilities and depicting:

(1) Proposed storm drain system, showing proposed sizes and linkage with community/regional facilities.

(2) Proposed water system, showing proposed sizes and linkage with Master Water Plan.

(3) Proposed sewer system, showing proposed sizes and linkage with Master Sewer Plan.

(4) Statement of ability of existing utility companies to serve area (electricity, gas, telephone).

(E) Community facilities plan, depicting the facilities to be provided within the Specific Plan area.

(1) Schools/libraries

(2) Parks

(3) Churches

(4) Fire/police protection

(5) Solid waste disposal

(6) Open space/recreation

(7) Transit and other public transportation facilities

(F) Conceptual landscape plan, depicting areas to be landscaped; street trees for each street; and plant palette, indicating acceptable landscape materials within each planning unit.

(G) Grading plan, indicating generalized concept of cut and fill throughout the Specific Plan area and indication of any slope areas to be created in excess of 10 feet in height or steeper than 2:1.

V. DEVELOPMENT STANDARDS

(A) Permitted uses within each planning unit, including temporary and accessory uses.

(B) Minimum lot size for any new lots to be created within the Specific Plan.

(C) Minimum lot width.

(D) Minimum lot depth.

(E) Maximum building coverage for the planning unit.

(F) Minimum building setbacks and distance between buildings.

(G) Maximum building height.

(H) Off-street parking standards.

(I) Sign requirements (program).

(J) Fencing/screening details.

(K) Lighting details.

VI. ARCHITECTURAL MOTIF/DESIGN CONCEPTS

(A) Overall architectural theme(s) should be established. These themes should be reflected in all architectural elevations, submittals for sign approvals, and hardscape/landscape plans.

(B) A review procedure should be established. If an architectural review committee representing the developer is to be created, this review procedure should be outlined.

(C) Design features for energy conservation (optional).

VII. APPROVAL PROCESS

(A) Required levels of review, e.g. conceptual, site plan, sector plan, etc.

(B) Required contents of submittals for review.

(C) Required approvals, e.g. Development Advisory Board, Planning Commission, City Council, Project Sponsor.

VIII. AMENDMENT PROCESS

(A) Minor realignments of roads or readjustments within planning units may be approved by the Planning Commission.

(B) Major amendments shall be processed in accordance with State law.

April 1981

TRAFFIC STUDY

for

MILLIKEN INDUSTRIAL PARK

Traffic Generation

Traffic generation rates were determined by utilizing the publication "Trip Generation" as published by the Institute of Transportation Engineers. This publication recommends trip generation rates for six categories as follows: overall industrial, general-light industrial, general-heavy industrial, industrial park, manufacturing and warehousing. Trip generation rates are given for three categories as follows: trips per employee, trips per 1000 s.f. of building and trips per acre. Copies of the applicable sections are shown in Appendix. Based on the proposed project and the descriptions shown in the various categories, it is recommended that the trip generation rate for this project be a blend of the rates for general light industrial and the industrial park categories.

The rates recommended by Trip Generation are as follows:

| | Trip Ends Per Day | | |
|---|---|---|---|
| | Per Employee | Per 1000 s.f. | Per Acre |
| Overall Industrial | 3.00 | 5.43 | 59.90 |
| General-Light Industrial | 3.20 | 5.46 | 52.40 |
| General-Heavy Industrial | 0.82 | 1.50 | 6.72 |
| Industrial Park | 3.86 | 7.26 | 56.10 |
| Manufacturing | 2.01 | 3.99 | 38.30 |
| Warehousing | 4.26 | 5.01 | 62.00 |
| Recommended by Consultant | | | 54.00 |

Based on the net of 49 acres in the project the number of trip ends per acre per weekday from the project will be 49x54.0 = 2,646 trips. "Trip Generation" also lists the peak A.M. and P.M. hour which would amount to a peak A.M. hour rate of 10.5 trips per hour per acre and a peak P.M. hour rate of 9.7 trips per hour per acre. This would result in a total of 504 trips per peak A.M. hour and a total of 475 trips per peak P.M. hour. These peak hour rates can easily be handled by single lane. See Exhibit 17.

Traffic and Circulation

The Ontario General Plan shows the 1979 traffic volume on Milliken Avenue as 6,800 vehicles per day which would indicate 680 vehicles per peak hour. The General Plan also shows a projected traffic volume of 38,000 vehicles per day in 1995 which would indicate 3,800 per hour. Milliken Avenue is designed as a divided arterial with six lanes and a cross section as shown on Exhibit 7 . The existing improvements on Milliken Avenue are as shown on Page 11.

The traffic entering and exiting the project will be divided between the Pomona Freeway (Highway 60) and Milliken Avenue northbound for the initial period prior to development of the property to the north. Depending upon the access through the property to the west, some additional traffic could be diverted to Mission Boulevard or Haven Avenue. The overriding importance of Pomona Freeway access will cause the predominant movements to be to and from the Pomona Freeway. It is estimated that the traffic flow will be as shown on Exhibits 17, 18 and 19.

At the Project Entrance

With the project developed and with the existing traffic on Milliken Avenue, the level of service would be A with the following factors:

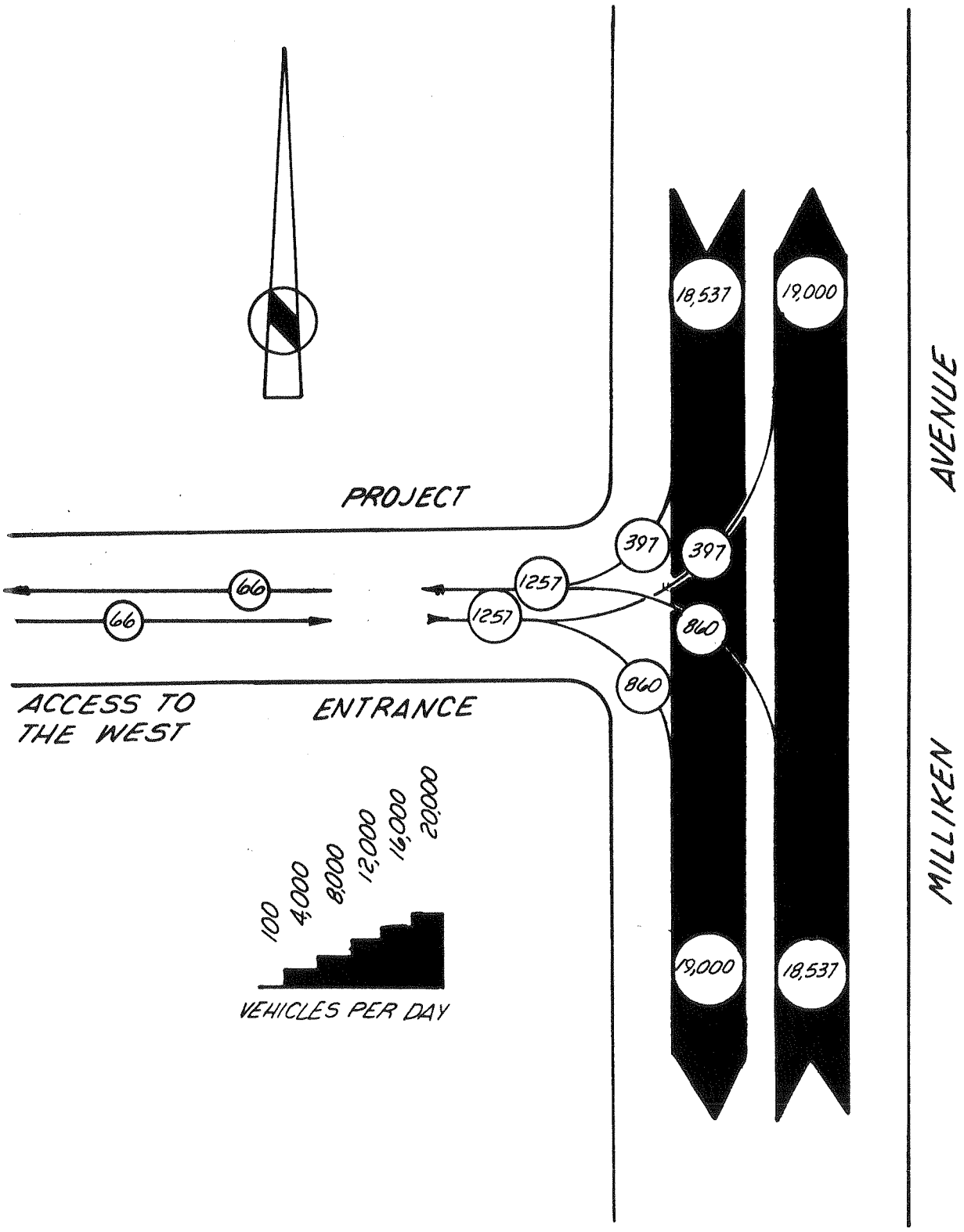
| Control | Stop Sign on Project Street |
|---|---|
| Demand Split | 70/30 |
| Capacity | 2,300 |
| Peak Hour | 945 |
| v/c | 0.41 |

At the Future Signalized Intersection

With the project developed and with the ultimate traffic on Milliken Avenue the level of service would be E with the following factors:

| Control | Stop Sign on Project Street |
|---|---|
| Demand Split | 96/4 |
| Capacity | 3,000 |
| Peak Hour | 3,800 |
| v/c | 1.28 |

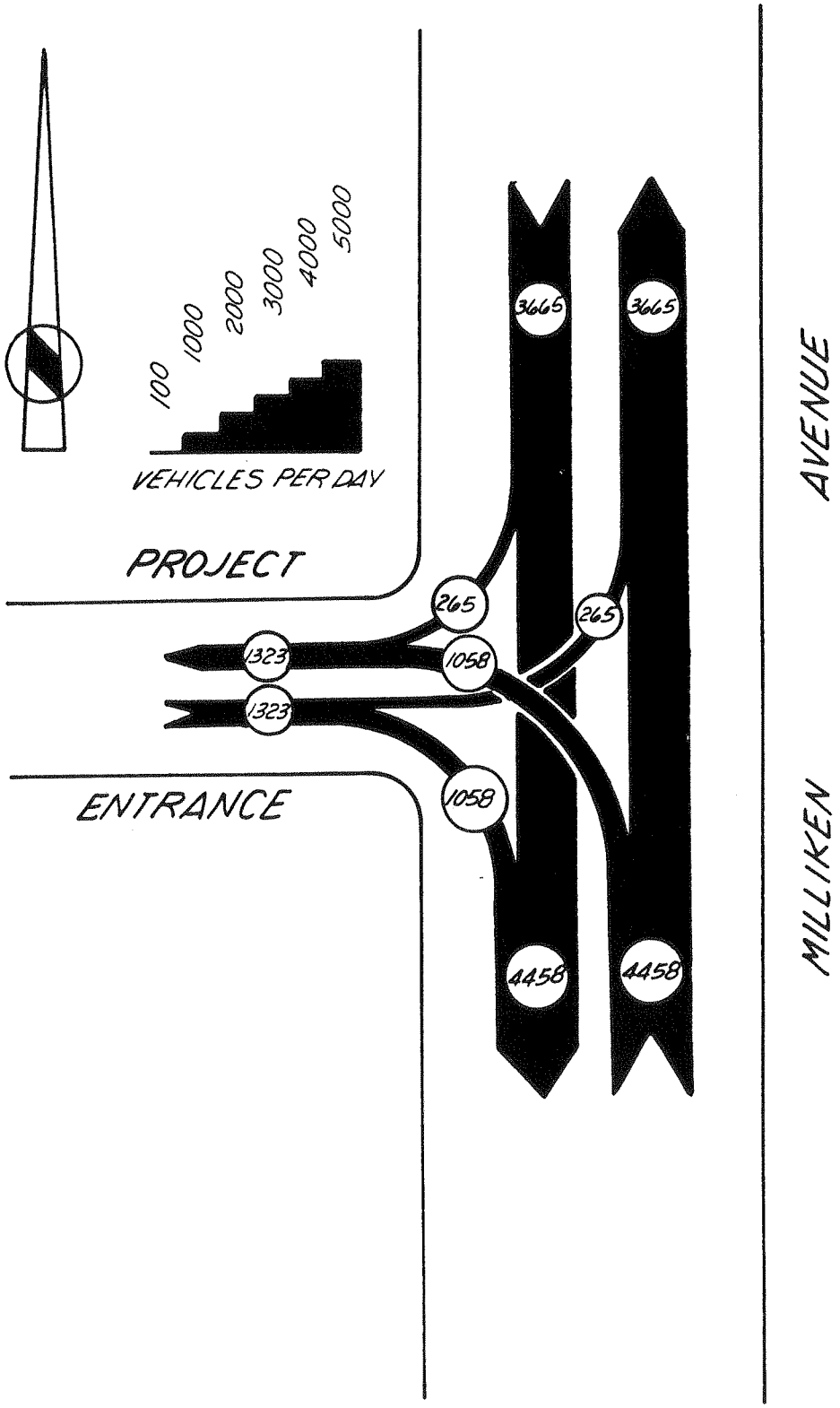
This intersection would therefore at some time in the future require a traffic signal.




ULTIMATE TRAFFIC WITH DEVELOPMENT

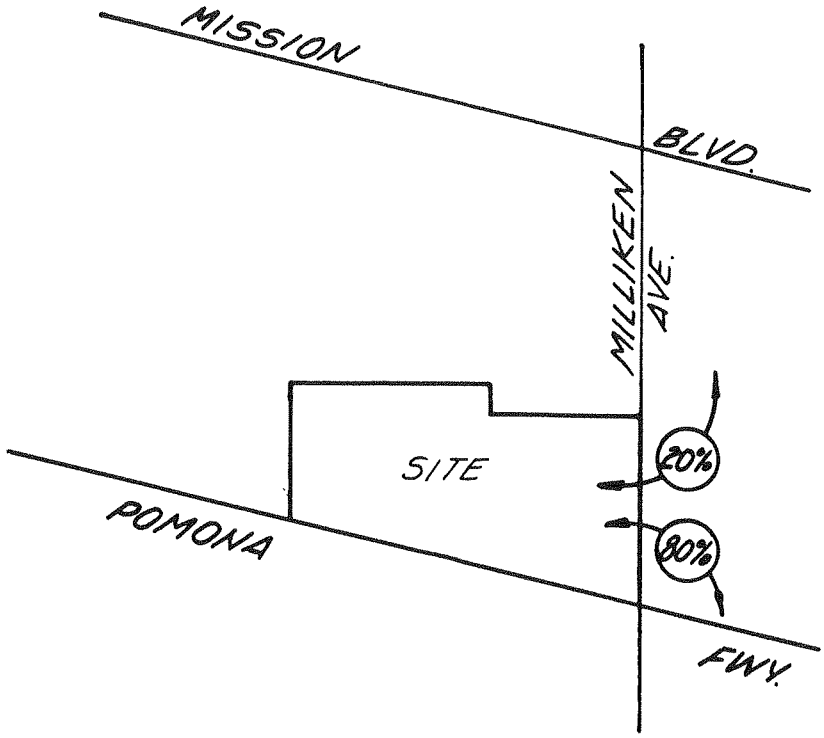
**EXHIBIT 19**

11/85

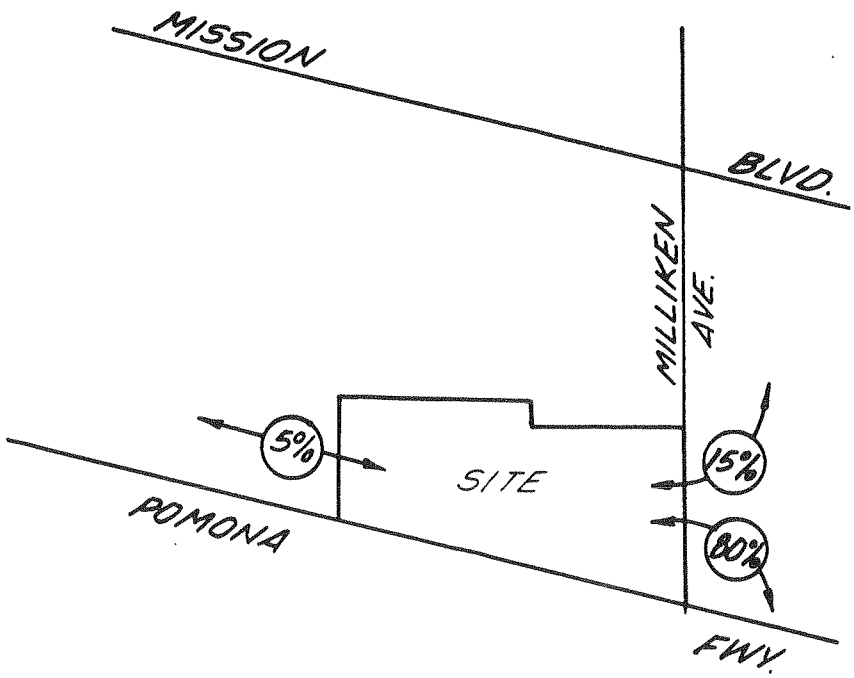



EXISTING TRAFFIC WITH DEVELOPMENT

EXHIBIT 20




PRIOR TO ADDITIONAL DEVELOPMENT




AFTER ADDITIONAL DEVELOPMENT

**EXHIBIT 21**



11/85

# 100—Industrial/Agricultural

## Industrial

The categories of industrial activities surveyed include light industry, industrial parks, manufacturing and warehouses. Many of the categories overlap, for example, manufacturing and warehousing facilities often occupy the same building. Occasionally, there is a problem in distinguishing between comparable land uses such as light industrial and manufacturing. In cases where doubt exists as to the exact category of industrial use, it is suggested that the following composite rates of average weekday trip ends be used:

| *Measure* | *Average Weekday Trip Ends* |
|---|---|
| Per employee | 3.0 |
| Per 1,000 gross square feet of floor area | 5.43 |
| Per acre | 59.9 |

The following tables summarize composite trip generation rates for all industrial categories from the data assembled to date.

Nearly all of the more than 80 cases analyzed were on the East and West Coasts of the United States. Additional data from noncoastal states are needed to verify the accuracy of the information acquired up to this time.

Little data were found with regard to weekend trip generation for industrial facilities. Except in unusual circumstances, however, it may be assumed that weekend trips to and from industrial areas will be nominal in comparison with weekday rates.

Finally, substantially more information is needed with regard to traffic movements during shift changes at industrial facilities operated around the clock. While the trip rates described herein refer to peak directional movements, the transportation planner should be cognizant of potential opposing traffic as well as the need for surplus parking space during shift overlap.

# 110—General Light Industrial

**Description:** Light industrial facilities usually employ less than 500 persons with an emphasis on other than manufacturing. Nevertheless, the distinction between light industrial and manufacturing (Category 140) land uses is sometimes vague. Light industries typical of those included in this category are printing plants, material testing laboratories, assemblers of data processing equipment and power stations.

All of the light industries surveyed were free-standing facilities devoted to one use. The number of employees ranged from 76 to 413 with an average of 202. Average gross floor space per employee was 587 square feet—or 1.7 employees per 1,000 square feet of floor space. The employee density per acre of developed land was 16.4. Buildings ranged in size from 21,000 to 328,000 square feet.

**Trip Characteristics:** An analysis of correlation between average weekday vehicle trip ends and all measurable variables was made to determine the best variable for use in predicting vehicle trip ends. From the data assembled to date, number of employees and gross square feet of floor area have been found to have the highest correlation with average weekday vehicle trip ends, as shown in the table.

Since parking spaces are usually determined by the size of the building, it is recommended that parking spaces should not be used as a predictive independent variable for calculating average weekday vehicle trip ends.

On the average, light industrial facilities generate 3.2 weekday vehicle trip ends per employee and 5.46 vehicle trip ends per 1,000 gross square feet of floor area. See the following table for daily and peak hour trip generation rates.

Light industrial facilities usually generate trips at the same time as adjacent street traffic (7 to 9 A.M. and 4 to 6 P.M.), as indicated on the following tables.

**Data Limitations:** No data were available on vehicle occupancy for trips to and from light industrial areas. The average was approximately 1.3 persons per vehicle for all industrial uses.

More information is needed concerning peak period directional distribution of traffic during shift changes as well as vehicle occupancy.

Correlation Between Average Weekday Vehicle Trip Ends and the Independent Variables for Light Industry.

| *Independent Variables* | *Correlation Coefficient (R)* |
|---|---|
| Employees | 0.804 |
| 1,000 Gross Square Feet | 0.650 |
| Acres | −0.067 |
| Parking Spaces | .736 |

11/85

## SUMMARY OF TRIP GENERATION RATES

Land Use/Building Type General Light Industrial ITE Land Use Code 110

Independent Variable—Trips per Acre

| | | | Average Trip Rate | Maximum Rate | Minimum Rate | Correlation Coefficient | Number of Studies | Average Size of Independent Variable/Study |
|---|---|---|---|---|---|---|---|---|
| **Average Weekday Vehicle Trip Ends** | | | 52.4 | 159.4 | 5.2 | | 13 | 12.3 |
| Peak Hour of Adjacent Street Traffic | A.M. Between 7 and 9 | Enter | 18.2 | 18.7 | 16.7 | | 2 | 9.8 |
| | | Exit | 3.3 | 3.3 | 3.3 | | 2 | 9.8 |
| | | Total | 21.4 | 34.4 | 1.6 | | 10 | 11.5 |
| | P.M. Between 4 and 6 | Enter | 6.9 | 7.3 | 5.4 | | 2 | 9.8 |
| | | Exit | 13.6 | 18.7 | 12.0 | | 2 | 9.8 |
| | | Total | 10.1 | 28.0 | 1.3 | | 8 | 12.9 |
| One Hour | A.M. | Enter | | | | | | |
| | | Exit | | | | | | |
| | | Total | | | | | | |
| | P.M. Between 3:00 & 4:30 | Enter | 6.9 | 7.3 | 5.4 | | 2 | 9.8 |
| | | Exit | 13.3 | 18.7 | 11.8 | | 3 | 7.6 |
| | | Total | 11.4 | 31.2 | 1.3 | | 12 | 11.1 |
| **Saturday Vehicle Trip Ends** | | | 25.2 | 43.5 | 4.7 | | 3 | 9.0 |
| Peak Hour of Generator | | Enter | | | | | | |
| | | Exit | | | | | | |
| | | Total | 5.4 | 7.1 | 4.0 | | 2 | 9.2 |
| **Sunday Vehicle Trip Ends** | | | | | | | | |
| Peak Hour of Generator | | Enter | | | | | | |
| | | Exit | | | | | | |
| | | Total | | | | | | |
| | | | | | | | | |

Source Numbers 7, 9, 10, 11, 15, 17

ITE Technical Committee 6A-6—Trip Generation Rates

Date: 1975, Rev. 1979

# 130—Industrial Park

**Description:** Industrial parks are areas containing a number of industrial or related facilities. They are characterized by a mix of manufacturing, service and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities—some with a large number of small businesses and others with one or two dominant industries.

The number of employees in industrial parks surveyed ranged from 88 to 2,200 with an average of 680. Gross square feet of floor area per employee averaged 526, or about 1.9 employees per 1,000 gross square feet of building area, and 16 employees per acre of developed land. Size of the industrial parks surveyed ranged from 1.6 to 115 acres with an average of approximately 43 acres.

**Trip Characteristics:** An analysis of correlation between average weekday vehicle trip ends and all measurable variables was made to determine the best variable for use in predicting vehicle trip ends. From the data assembled to date, number of employees has been found to have the highest correlation with average weekday vehicle trip ends. Gross square feet of floor area and total area occupied by the industrial park showed less correlation with average weekday trip ends, as shown in the table.

Since parking spaces are usually determined on the basis of the building size, it is recommended that parking not be used as a predictive variable for calculating trip ends.

On the average, industrial parks generate 3.9 weekday vehicle trip ends per employee. See the following tables for daily and peak hour trip generation rates.

Industrial parks generate trips usually at the same time as the adjacent street traffic (7 to 9 A.M. and 4 to 6 P.M.), as indicated on the table.

**Data Limitations:** Caution should be exercised when using average trip generation rates found for industrial parks. The data showed wide inconsistencies (average weekday vehicle trip ends ranged from 1.4 to 8.8 per employee), believed to be due to differences in the mix of activities from one park to another.

It is recommended that traffic generation of industrial parks be forecast using rates for each type and amount of activity, i.e., manufacturing, office, warehouse, light industrial, etc. The combined result of these calculations should give a more realistic rate than the average indicated herein. It is not believed that additional data sources will improve validity of an average rate for all industrial parks.

Correlation Between Average Weekday Vehicle Trip Ends and the Independent Variables for Industrial Parks.

| *Independent Variables* | *Correlation Coefficient (R)* |
|---|---|
| Employees | 0.793 |
| 1,000 Gross Square Feet | 0.543 |
| Acres | 0.579 |
| Parking Spaces | 0.779 |

## SUMMARY OF TRIP GENERATION RATES

Land Use/Building Type: Industrial Park — ITE Land Use Code: 130

Independent Variable—Trips per: Acre

| | | | Average Trip Rate | Maximum Rate | Minimum Rate | Correlation Coefficient | Number of Studies | Average Size of Independent Variable/Study |
|---|---|---|---|---|---|---|---|---|
| **Average Weekday Vehicle Trip Ends** | | | 56.1 | 441.2 | 13.9 | | 32 | 43 |
| Peak Hour of Adjacent Street Traffic | A.M. Between 7 and 9 | Enter | 7.9 | | | | 1 | |
| | | Exit | 2.8 | | | | 1 | 64 |
| | | Total | 9.4 | 41.2 | 3.4 | | 15 | 41 |
| | P.M. Between 4 and 6 | Enter | | | | | | |
| | | Exit | | | | | | |
| | | Total | 10.0 | 59.4 | 3.2 | | 14 | 39 |
| One Hour | A.M. Between 6:00 & 7:30 | Enter | | | | | | |
| | | Exit | | | | | | |
| | | Total | 7.7 | 48.7 | 2.9 | | 28 | 42 |
| | P.M. Between 3:00 & 4:30 | Enter | 2.7 | | | | 1 | 64 |
| | | Exit | 7.3 | | | | 1 | 64 |
| | | Total | 8.0 | 59.4 | 2.1 | | 28 | 42 |
| **Saturday Vehicle Trip Ends** | | | 65.1 | | | | 1 | 29 |
| Peak Hour of Generator | | Enter | | | | | | |
| | | Exit | | | | | | |
| | | Total | 6.0 | | | | 1 | 29 |
| **Sunday Vehicle Trip Ends** | | | 24.8 | | | | 1 | 29 |
| Peak Hour of Generator | | Enter | | | | | | |
| | | Exit | | | | | | |
| | | Total | 2.8 | | | | 1 | 29 |
| | | | | | | | | |

Source Numbers: 7, 10, 14, 68, 74, 85, 91

ITE Technical Committee 6A-6—Trip Generation Rates

Date: 1975, Rev. 1979

Figure 9-1A

# TRAFFIC SIGNAL WARRANTS

CALC _____ DATE _____
CHK _____ DATE _____

DIST ___ CO ___ RTE ___ PM ___

Major St: _____ Critical Approach Speed _____ mph
Minor St: _____ Critical Approach Speed _____ mph

Critical speed of major street traffic ≥ 40 mph ☐
In built up area of isolated community of < 10,000 pop. ☐ OR ☐ RURAL (R)
☐ URBAN (U)

---

WARRANT 1 – Minimum Vehicular Volume

100% SATISFIED Yes ☐ No ☐
80% SATISFIED Yes ☐ No ☐

| | MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS) | | | |
|---|---|---|---|---|
| | U | R | U | R |
| APPROACH LANES | 1 | | 2 or more | |
| Both Apprchs. Major Street | 500 (400) | 350 (280) | 600 (480) | 420 (336) |
| Highest Apprch Minor Street * | 150 (120) | 105 (84) | 200 (160) | 140 (112) |

Hour

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| | | | | | | | | |

*NOTE: Heavier of left turn movement from Major Street included when LT-phasing is proposed ☐

WARRANT 2 – Interruption of Continuous Traffic

100% SATISFIED Yes ☐ No ☐
80% SATISFIED Yes ☐ No ☐

| | MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS) | | | |
|---|---|---|---|---|
| | U | R | U | R |
| APPROACH LANES | 1 | | 2 or more | |
| Both Apprchs. Major Street | 750 (600) | 525 (420) | 900 (720) | 630 (504) |
| Highest Apprch Minor Street * | 75 (60) | 53 (42) | 100 (80) | 70 (56) |

Hour

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| | | | | | | | | |

*NOTE: Heavier of left turn movement from Major Street included when LT-phasing is proposed ☐

WARRANT 3 – Minimum Pedestrian Volume

100% SATISFIED Yes ☐ No ☐
80% SATISFIED Yes ☐ No ☐

| | MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS) | | |
|---|---|---|---|
| | | U | R |
| Both Apprchs. Major Street Volume | No Median | 600 (480) | 420 (336) |
| | Raised 4' Median | 1000 (800) | 700 (560) |
| Ped's On Highest Volume X-Walk Xing Major Street | | 150 (120) | 105 (84) |

Hour

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| | | | | | | | | |

IF MIDBLOCK SIGNAL PROPOSED ☐

| MIN. REQUIREMENT | DISTANCE TO NEAREST ESTABLISHED CRWLK. | FULFILLED |
|---|---|---|
| 150 Feet | N/E _____ ft S/W _____ ft | Yes ☐ No ☐ |

WARRANT 4 – School Crossings

Not Applicable ☐
See School Crossings Warrant Sheet ☐

11/85

TS-10A

Figure 9-1B

# TRAFFIC SIGNAL WARRANTS

## WARRANT 5 – Progressive Movement

Satisfied Yes ☐ No ☐

| MINIMUM REQUIREMENTS | DISTANCE TO NEAREST SIGNAL | FULFILLED |
|---|---|---|
| > 1000 ft | N_____, S_____ ft, E_____ft, W_____ft | YES☐ NO☐ |
| ON ISOLATED ONE WAY ST. OR ST. WITH ONE WAY TRAFFIC SIGNIFICANCE ADJACENT SIGNALS ARE SO FAR APART THAT NECESSARY PLATOONING & SPEED CONTROL WOULD BE LOST | | |
| ON 2-WAY ST. WHERE ADJACENT SIGNALS DO NOT PROVIDE NECESSARY PLATOONING & SPEED CONTROL. PROPOSED SIGNALS COULD CONSTITUTE A PROGRESSIVE SIGNAL SYSTEM | | ☐ ☐ |

## WARRANT 6 – Accident Experience

Satisfied Yes ☐ No ☐

| REQUIREMENT | WARRANT | √ | FULFILLED |
|---|---|---|---|
| ONE WARRANT SATISFIED 80% | WARRANT 1 – MINIMUM VEHICULAR VOLUME<br>OR<br>WARRANT 2 – INTERRUPTION OF CONTINUOUS TFC<br>OR<br>WARRANT 3 – MINIMUM PEDESTRIAN VOLUME | | YES☐ NO☐ |
| SIGNAL WILL NOT SERIOUSLY DISRUPT PROGRESSIVE TRAFFIC FLOW | | | ☐ ☐ |
| ADEQUATE TRIAL OF LESS RESTRICTIVE REMEDIES HAS FAILED TO REDUCE ACC. FREQ. | | | ☐ ☐ |
| ACC WITHIN A 12 MON. PERIOD SUSCEPTIBLE OF CORR. & INVOLVING INJURY OR > $200 DAMAGE | | | |
| MINIMUM REQUIREMENT | NUMBER OF ACCIDENTS | | |
| 5 OR MORE * | | | ☐ ☐ |

* *NOTE: Left turn accidents can be included when LT-phasing is proposed*

## WARRANT 7 – Systems Warrant

Satisfied Yes ☐ No ☐

| MINIMUM VOLUME REQUIREMENT | ENTERING VOLUMES – ALL APPROACHES | √ | FULFILLED |
|---|---|---|---|
| 800 VEH/HR | DURING TYPICAL WEEKDAY PEAK HOUR<br>_____VEH/HR<br>DURING EACH OF ANY 5 HRS OF A SATURDAY AND/OR SUNDAY<br>_____VEH/HR | | YES☐ NO☐ |

| CHARACTERISTICS OF MAJOR ROUTES | MAJOR ST | MINOR ST | |
|---|---|---|---|
| PART OF HWY SYSTEM SERVING AS PRINCIPLE NETWORK FOR THROUGH TFC | | | |
| CONNECTS AREAS OF PRINCIPLE TRAFFIC GENERATION | | | |
| RURAL OR SUBURBAN HWY OUTSIDE OF, ENTERING, OR TRAVERSING A CITY | | | |
| HAS SURFACE STREET FWY OR EXPWAY RAMP TERMINALS | | | |
| APPEARS AS MAJOR ROUTE ON AN OFFICIAL PLAN | | | |
| ANY MAJOR ROUTE CHARACTERISTICS MET, BOTH STS. | | | ☐ ☐ |

## WARRANT 8 – Combination of Warrants

*(Used if no one warrant satisfied 100%)* Satisfied Yes ☐ No ☐

| REQUIREMENT | WARRANT | √ | FULFILLED |
|---|---|---|---|
| TWO WARRANTS SATISFIED 80% | 1 – MINIMUM VEHICULAR VOLUME | | |
| | 2 – INTERRUPTION OF CONTINUOUS TRAFFIC | | |
| | 3 – MINIMUM PEDESTRIAN VOLUME | | YES☐ NO☐ |

*The satisfaction of a warrant is not necessarily justification for signals. Delay, congestion, confusion or other evidence of the need for right of way assignment must be shown.*

TS-10B 11/85

# HYDROLOGY STUDY

for

# MILLIKEN INDUSTRIAL PARK

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