APPENDICES

2940 INLAND EMPIRE BLVD.
SUITE 105, ONTARIO, CA 91764
(7 1 4) 9 4 5 - 2 7 3 8

PLANNING
NETWORK

DATE: 9/28/87

United Parcel Service
CARGO HUB ■ ONTARIO CA

LEGAL DESCRIPTION

PARCEL NO. 1:

LOTS 9 TO 16 INCLUSIVE, OF LOWELL'S SUBDIVISION, IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 8 OF MAPS, PAGE 83, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF LOTS 12 AND 13, LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 13 OF SAID LOWELL'S SUBDIVISION; THENCE EASTERLY ALONG THE NORTHERLY LINE OF JURUPA STREET SOUTH 89° 52' 34" EAST, 413.93 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 0° 22' 35" WEST, 1266.81 FEET TO A POINT IN THE NORTH LINE OF LOT 12 OF SAID LOWELL'S SUBDIVISION, SAID POINT BEING 410.22 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT 12, AND THE TERMINUS OF SAID LINE.

PARCEL NO. 2:

THE NORTHEAST 1/4 OF SECTION 35 AND THAT PORTION OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 SECTION 35, TOWNSHIP 1 SOUTH, RANGE 7 WEST, SAN BERNARDINO BASE AND MERIDIAN, LYING NORTHERLY AND EASTERLY OF THE NORTHEASTERLY LINE OF THE PROPERTY CONVEYED TO THE SAN PEDRO, LOS ANGELES AND SALT LAKE RAILROAD COMPANY BY DEEDS RECORDED SEPTEMBER 11, 1906, IN BOOK 380, PAGE 179 OF DEEDS AND RECORDED OCTOBER 8, 1902, IN BOOK 295, PAGE 116 OF DEEDS.

EXCEPTING THEREFROM THAT PORTION OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SAID SECTION 35, LYING SOUTH OF THE SOUTH LINE OF THE NORTH 30 ACRES OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 35.

ALSO EXCEPTING THEREFROM THE EAST 1/2 OF THE EAST 1/2 OF THE NORTH 30 ACRES OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 35. (THE WEST LINE OF SAID EAST 1/2 OF THE EAST 1/2 SHALL BE PARALLEL WITH THE EASTERLY LINE OF SAID NORTHEAST 1/4 OF SAID SECTION 35.)

ENVIRONMENTAL EVALUATION

ENVIRONMENTAL EVALUATION

Notice Of Intent

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

A. The Notice of Intent is required for the initial evaluation of all projects*, as defined and not exempted by the California Environmental Quality Act, that will be undertaken within the City of Ontario.

B. Initial environmental study will be undertaken by the City upon completion of the attached form by the person initiating the project and upon payment of processing fees.

C. Additional information that may be required by the City for completion of the environmental assessment may be required of the applicant.

D. The preparation of a Negative Declaration, or a determination that an Environmental Impact Report is required of the applicant will result from this application. The determination does not necessarily indicate a decision to carry out or approve the project.

*NOTE: The term "project" means the whole of an action, which has a potential for resulting in a physical change in the environment. It refers to the activity which is being approved and which may be subject to several discretionary approvals by governmental agencies. The term "project" does not mean each separate governmental approval.

ENVIRONMENTAL EVALUATION

Application Form

APPLICANT _____

MAILING ADDRESS _____

TELEPHONE ( ) _____

APPLICANT'S REPRESENTATIVE _____

REPRESENTATIVE'S ADDRESS _____

REPRESENTATIVE'S TELEPHONE ( ) _____

FOR DEPARTMENT USE ONLY

DATE: _____
FILE NO: _____
RECEIPT #: _____
REC'D BY: _____
FEE: $_____

RELATED ITEMS:

_____

GENERAL LOCATION

SUBJECT PROJECT IS GENERALLY LOCATED:

PROJECT DESCRIPTION

PROPOSED PROJECT (Give full details of the proposed project):

LEGAL DESCRIPTION

LEGAL DESCRIPTION OF PROJECT SITE LOCATION:

PARCEL NUMBER

COUNTY ASSESSOR'S BOOK, BLOCK & LOT NUMBER:

Notice Of Intent

APPLICANT'S STATEMENT OF FACTS

I. General Information

A. Current General Plan designation: _____

B. Present zoning: _____

C. Present use of site: _____

D. Does this proposal involve a zone change? Yes No

If yes, what is the proposed zoning? _____

E. Does this proposal involve a variance or conditional use permit?

Yes No

If yes, please indicate what will be requested. _____

_____

_____

F. Will the project require certification, authorization or issuance of a permit by any public agency other than the City of Ontario?

Yes No

If yes, please indicate who: _____

_____

G. Site Size (in square footage and acres): _____

Number of stories of construction: _____

Type of construction: _____

Proposed scheduling: _____

H. Associated projects:

Notice Of Intent

APPLICANT'S STATEMENT OF FACTS

II. Specific Site Data: Residential Projects:

A. Number of units _____ Number of Structures _____

B. Unit sizes _____

C. Sale or rental prices _____

D. Household sizes expected _____

E. Expected number of school age children:

Elementary _____

Jr. High _____

Sr. High _____

F. Number of parking spaces provided _____

III. Specific Site Data: Commercial and Industrial Projects:

A. Type of facilities:

Neighborhood _____ Community _____ Convenience _____

B. Square footage of:

Sales area _____ Storage area _____

C. Hours of operation _____

D. Total number of employees _____

E. Employees per shift _____

F. Percent of total project proposed for:

Building _____ Paving _____

Parking _____ Landscaping _____

G. Number of parking spaces provided _____

H. Building occupant load _____

Notice Of Intent

APPLICANT'S STATEMENT OF FACTS

IV. Specific Site Data: Institutional Projects:

A. Type of facilities: _____

_____

B. Square footage of buildings: _____

C. Hours of operation _____

D. Number of employees _____

E. Operators name _____

V. Environmental Information: (Attach additional sheets if necessary).

A. Describe the project site as it exists before the project, including plants and animals or any existing structures on the site and use of the structures. Attach photographs of the site. Snapshots or polaroid photos will be accepted.

Notice Of Intent

B. Describe the surrounding properties, including information on plants and animals and types of land uses (residential, commercial, etc.), intensity of land use (one-family, apartments, shops, stores, etc.) and scale of development (height, frontage, setback, rear yard, etc.). Attach photographs of the vicinity. Snapshots or polaroid photos will be accepted.

CERTIFICATION: I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

Date: _____

_____
Signature of Owner or Authorized Representative

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 (15 copies) PLANS MUST BE FOLDED TO 8½x11"
____ One (1) 8 1/2"x11" copy of the site plan
____ Floor Plans (6 copies) PLANS MUST BE FOLDED TO 8½x11"
____ Exterior Elevations (6 copies) PLANS MUST BE FOLDED TO 8½x11"
____ Filing Fees
____ Other _____

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: _____
_____

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

DIVISION 10. SPECIAL ZONING

Chapter 1

CONTROL OF BLOWING SAND AND SOIL EROSION

Sections:

810.0101 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, because of 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 the character and the presence of strong prevailing winds, seasonal and otherwise, which progressively erode the land and blow it 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 810.0115 of this chapter.

810.0105 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, noble blading, removing residues, natural or planted, tree, vine or root crops, or by distributing or spreading a substantial quantity of similar soil on said land, or by any other action likely to cause or contribute to wind erosion of said land, or to aggravate said erosion thereon within the area described in Section 810.0115 of this chapter, at any time without first having obtained a valid permit therefore and having complied with the terms of said permit as provided for in this chapter.

810.0110 Prevention of Dust Storms.

To conserve the natural resources within the area described in Section 810.0115 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.

810.0115 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 16, same township and range;

7. Thence east along the section line to the north quarter corner of said Section 16;

8. Thence south along the north and south quarter section line of said Section 16, 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 northeast 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 east along said prolongation and line to the southeast 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 Hellman 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 its 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 26, 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.

810.0116 Additional Territory Boundaries.

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

(a) That portion of the City of Ontario, County of San Bernardino, State of California, beginning at the Southwest corner of Government Lot 6, Section 3, Township 2 South, Range 7 West, San Bernardino Meridian;

(1) Thence Northerly along the West line of Government Lots 6, 5, 4 and 3 of said Section 3 to the township line between Townships 1 and 2 South;

(2) Thence Westerly along said township line to the South quarter corner of Section 33, Township 1 South, Range 7 West, San Bernardino Meridian;

(3) Thence Northerly along the North and South center line of Sections 33 and 28 to the Northeasterly line of the Union Pacific Railway Company right of way;

(4) Thence Northwesterly along said right of way line to the West line of said Section 28;

(5) Thence Southerly along section lines to the Southwest corner of Section 4, said Township 2 South, Range 7 West;

(6) Thence Easterly along section lines to the point of beginning.

810.0120 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 the decision of the Agricultural Commissioner in disapproving a permit as required herein, or the conditions of approval imposed by said Agricultural Commissioner. The appeal shall be taken in accordance with Section 810.0135 of this chapter.

(d) TEMPORARY STOP WORK ORDERS. The County Agricultural Commissioner may issue a temporary stop work order, and the subject soil disturbing operation shall be stopped subject thereto, whether a permit has been issued or not, when:

(1) A permit has been issued, but not all of the permit requirements have been complied with. The stop work order may require that all work cease until all the permit requirements have been met.

(2) Operations are in progress, with a permit or not, and weather conditions are such that substantial dust is being carried into the air. The stop work order may require that all work cease until the current dust air pollution is abated.

The provisions of this paragraph, (d), shall not be subject to an appeal.

810.0125 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.

810.0130 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, trench or otherwise install, repair or replace utility services within the boundaries of utility or public rights-of-way.

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

810.0135 Establishment of the Soil Erosion and Dust Prevention Commission.

The Soil Erosion and Dust Prevention Commission shall consist of eight (8) 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 (4) of the members, three (3) of whom shall be actively engaged in farming within the area set forth in Section 810.0115, shall be appointed by the Board of Supervisors; one (1) member, representing the City of Ontario, shall be appointed by that City Council; one (1) member representing the City of Fontana, shall be appointed by that City Council; one (1) member, representing the City of Rancho Cucamonga, shall be appointed by that City Council; and one (1) 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.

810.0140 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 810.0115 under the following conditions:

(a) Conditions exist that are stated in Section 810.0101.

(b) The area is contiguous to the area described in Section 810.0115.

810.0145 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 thirty (30) days, the Commissioner may order such conditions to be corrected as reasonably and economically as possible in accordance with the discretion of the Commissioner. However, during windy periods when time is of the essence and emergency action is necessary to put into effect these protective provisions, the Commissioner may take immediate steps to abate the hazardous soil erosion condition. 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 cases of delinquencies as provided in ordinary taxes. All or any portion of such special

assessment, penalty or costs entered shall on order of the Board of Supervisors be cancelled by the Auditor if uncollected or refunded by the County Treasurer under order of the Board of Supervisors, if assessment, penalty, or costs were entered, charged 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.

9-8-86

TECHNICAL MASTER PLANS

UNITED PARCEL SERVICE
ONTARIO CARGO HUB SPECIFIC PLAN

TECHNICAL MASTER PLANS

PREFACE

Subsequent to the original preparation of the Technical Master Plans for the United Parcel Service Ontario Cargo Hub Specific Plan, several revisions to infrastructure plans were made:

- The site, as identified in the Transportation Master Plan, was reduced in size by eliminating the easterly projection to Haven Avenue.
- In addition, City requirements for Francis Street necessitated a revision to the water, sewer, and drainage plans. Instead of water and sewer connection south into California Commerce Center South, water and sewer connections will run easterly along Francis Street to Haven Avenue.
- Further, an easement proposed through Sector 3 for future drainage lines was eliminated since these lines could be accommodated within Francis Street.

FILE: 869-09-200

October 10, 1988

Revised October 11, 1988

UNITED PARCEL SERVICE

TECHNICAL MASTER PLAN OF WATER, SEWER AND DRAINAGE

WATER MASTER PLAN

Water service in this area will be obtained from the City of Ontario, from the Eighth Street System. The water system evaluation is based on the City of Ontario Water Master Plan Report, dated January, 1981 and the City of Ontario Eastside Water System Analysis, dated October, 1984. Most of the backbone system proposed by the Water Master Plan Report and the Eastside Water System Analysis has already been constructed or is being planning for construction by other developments.

Water Demands (Sectors 1 & 2 - UPS Site)

The United Parcel Service (UPS) has a comparatively low water use operation. Their work does not use water for the processing or manufacturing of a product. Therefore, water demand is identified from only three sources, employee generated, irrigation demand and fire demand. Employees typically account for an average 8 to 25 gallons per day per person per shift (gpd/cap/shift). The variation depends on the availability of water dispensing restroom facilities, showers and hot lunch services. Showers and hot lunch service are not provided on the UPS site. Therefore, 12 to 15 gpd/cap/shift can be reasonably anticipated. For design purposes, the 15 gpd/cap/shift will be used. The proposed UPS facility anticipates using multiple shifts with 1,450 total employees on the site each 24 hour period.

Average water demand is:

1,450 employees X 15 gpd/employees = 21,750 gpd

Irrigation demand is a direct function of the amount of landscaped area and type of landscaping material. To provide a minimum of 28' of landscaping along the street perimeter of the proposed development site, approximately five (5) acres of land will be used. Adding interior landscaping, another two to two an a half acres can be considered for a total of 7.5 acres. Water requirements are estimated at an eight of an inch of water per day. This results in an irrigation demand of 25,500 gpd.

Fire demand will be set by the fire department and will depend on the type of building construction used. Typically this number will be 3,000 to 5,000 gpm.

Exclusive of fire demand, the UPS site anticipates using:

average employee demand = 21,750 gpd
irrigation demand = 25,500 gpd
TOTAL = 47,250 gpd

For the 128.1 acre site this averages just under 370 gpd/ac. This is well below typical office-warehouse-commercial-industrial design guide lines of 1,500 to 4,000 gpd.

Peak hourly water demand is typically 4 to 6 times average demand for populations of about a 1,000. Since the 1,450 employees represent multiple shifts it also represent multiple "populations". The largest shift is about two thirds (2/3) of the total number of employees, we estimate the

Peak Water Demand at:

2/3 (1,450 employees X 15 gpd) (6 peak factor) = 87,000 gpd
or: = 60.4 gpm

The irrigation demand may be added to the peak hourly employee use. This assumes landscape irrigation happens during the peak hourly employee use. Considering this worse case for design considerations, the calculations for the peak hourly flow are:

Applying all the irrigation water during a one hour period results in a demand of:

(25,500 gal/hr) / (60 min/hr) = 425 gpm

Adding the peak employee rate:

425 gpm + 60.4 gpm = 485.4 gpm Peak Hourly Demand

Water Demand (Sector 3 - future industrial)

As noted in the discussion of Sectors 1 & 2, typical water demands very widely, often estimated any where from 1,500 gpd/ac to 4,000 gpd/ac. Since the future use for Sector 3 is unknown, and water use can vary so much, and because the UPS site (Sectors 1 & 2 with 128.1 acres) has such a small water demand, the 31 acre Sector 3 parcel is estimated to have a water demand near the upper end of estimated typical uses. Therefore Sector 3 is identified with an average demand of 3,600 gpd/ac

or Average Water Demand:

$$(3{,}600 \text{ gpd/ac})\ (31 \text{ acres}) = 111{,}600 \text{ gpd}$$

$$= 77.5 \text{ pgm}$$

Fire demand will be set by the fire department and will depend on the type of building construction used. Typically this number will be 3,000 to 5,000 gpm.

Existing System

There are existing 12 inch lines in Jurupa and in Haven; a 12 inch line is planned for Turner. The existing and planned water facilities are shown on an attached figure.

As indicated above most of the improvements proposed by the Water Master Plan Report and the Eastside Water System Analysis have either been constructed or are planned for construction by other developments, primarily the California Commerce Center development. These improvements generally consist of constructing new waterlines or upgrading existing waterlines.

Planned Improvements (Sectors 1 & 2 - UPS Site)

The 12 inch line in Turner is not yet constructed and it is anticipated that it will be constructed by this project. This line, and possibly some fire hydrants along Jurupa, are the only offsite water improvements anticipated.

The primary feature of the onsite water system to serve the proposed development will be a loop from Turner Avenue to Jurupa Street and a single lateral from Jurupa Street north about 400 feet at the west end of the aircraft apron. Both of these would be for fire protection. Domestic and irrigation services will be taken directly from the mains. Line size for the loop has not yet been calculated but the minimum size will be 8 inches.

Planned Improvements (Sector 3 - future industrial)

No onsite improvements are planned for Sector 3. With future development, fire protection is expected to require a looped waterline connected to the new 12" main in Turner and to the looped line in the UPS site. Domestic and irrigation services are expected to be taken directly from the 12" main in Turner. The line size for the fire protection loop has not been calculated, but the minimum size will be 8 inches.

Water System Analysis

An analysis was made for the eastern portion of the Eighth Street System, including the appropriate section of the Fourth Street and Phillips Street Systems. The analysis assumes a worst case of maximum day flow plus 5,000 gallons per minute fire flow at the intersection of Jurupa and Turner. The minimum pressure for this condition is approximately 30 pounds per square inch. A minimum of 20 pounds per square inch in considered necessary when analyzing fire flow requirements.

SEWER MASTER PLAN

There is presently no sewer service in this area. Sewage will be treated at Chino Basin Municipal Water District's Regional Plant No. 1.

Sewage Flows

The proposed sewage collection system will be designed to convey an average of 3,000 gallons per day per acre (gpd/ac) from the estimated 270 acre service area. Notably the UPS site is estimating an average domestic water demand of only 21,750 gpd,

or: (21,750 gpd) / (128.1 acre site) = 170 gpd/ac

Because this is an extremely low value and because infrastructure improvements have a very long service life, a larger sewer design value of 3,000 gpd/ac seems well justified. This is 17% less than the estimated average water demand selected for Sector 3. This reduction accounts for losses from irrigation and other miscellaneous uses. Using this value, the average design flow is:

(270 ac) X (3,000 gpd/ac) = 810,000 gpd

A service area of only 270 acres generally has a peaking factor of 4 to 6 times the average. However, since Sectors 1 & 2 (the UPS site) represents 47% of the anticipated sewer service area and is expected to contribute only 6% of the per acre design flow, a smaller peaking factor is selected:

Peak Design Flow:

(810,000 gpd avg. flow) (2.5 peak factor) = 2.025 mgd
= 1,400 gpm
= 3.1 cfs

Existing System

There is no existing sewer collection system in the area bounded by Archibald Avenue, Jurupa Street, Haven Avenue and Mission Boulevard.

Sewage from this project will be treated at Chino Basin Municipal Water District's Regional Plan 1 (RP1). The capacity of RP1 has increased from 29.5 million gallons per day to 32 million gallons per day from a recent phased expansion program. New construction plans on expansion to 44 million gallons per day in 1988-89.

Planned Improvements

A sewer main will be constructed in Turner Avenue from Jurupa Street, under the Union Pacific Railroad Tracks and Mission Street and south to the 42" Cucamonga Interceptor located in Cedar Street. This will require construction of about 4,000 feet of 15 inch sewer in Turner Avenue.

Sewer service for Sctors 1, 2 & 3 will all connect directly to the new line proposed for Turner Avenue.

DRAINAGE MASTER PLAN

Drainage through the area is primarily from north to south. Lower Deer Creek Channel runs along Turner Avenue, on the west side of the site. Onsite storm drains from this project will be connected directly to the Lower Deer Creek Channel.

The site is included in the study area for the Lower Deer Creek Master Plan of Drainage Phase III Report, dated February 1, 1985. This report is the basis for the drainage analysis.

Runoff

Runoff for the site has been taken from the Lower Deer Creek Report. The Lower Deer Creek Report provides runoff values for Q_{10}, Q_{25} and Q_{100}, based on the 1983 San Bernardino County Hydrology Manual, using the rational method. The total onsite runoff (Q_{10}) is about 260 cubic feet per second, for commercial/industrial development.

Offsite runoff enters the site from two areas: an area of approximately 10 acres north of the site and an area of approximately 60 acres east of the site. There is a proposed future storm drain about 1,400 feet north of Jurupa Street, along the southern boundary of the airport, which is being taken as the northern boundary of the drainage area. Turner Avenue and Haven Avenue provide the western and eastern boundaries, respectively. The southern boundary is the Union Pacific Railroad Tracks. Full industrial development is assumed for all areas.

Existing Facilities

Lower Deer Creek Channel currently exists as a 57" RCP north of Jurupa and as an unlined ditch south of Jurupa and along the east side of Turner Avenue. The Union Pacific Railroad tracks and Mission Boulevard are carried over the channel on existing bridges which will remain. There are presently no other drainage facilities.

Planned Improvements (Sectors 1 & 2 - UPS Site)

A north-south 30 inch and 45 inch reinforced concrete pipe (RCP) storm drain is proposed approximately 760 feet east of Turner Avenue to line up with the low point of the proposed underpass in Jurupa Avenue. This Storm Drain will

collect runoff from north of the aircraft apron and from Jurupa Avenue and carry it through the development and then continue west near the southerly edge of Sector 2 and intercept the Lower Deer Creek Channel at Turner.

As indicated in the Lower Deer Creek Report, the channel in this area is planned as a reinforced concrete box culvert and sized in the Storm Drain Master Plan as 6'x11.5'. This size is expected to be reduced to approximately 6'X10' as runoff from 100 acres (area tributary to impact point numbers 5504 and 3503 on the Storm Drain Master Plan) is being routed by development to enter the Lower Deer Creek Channel southerly of the UPS site. This removes Q_{100} equal to 39 cfs and 109.5 cfs from entering the master planned system at locations west of Seagull Avenue. This is approximately 10% of the Master Plan's estimated peak flow of Q_{100} = 1,375 cfs at Turner and UPRR tracts (impact point number 121.32). Therefore, a reduction in the culvert size to 6'X10' is anticipated. A drainage study will be completed to verify the size reduction.

The box culvert is proposed to be completed by the developer and located along the east side of Turner from Jurupa to the Union Pacific Railroad tracts. The north end of the box culvert will connect to the existing 57" RCP at Jurupa and will discharge at the UPRR tracts. Connection points for future drain lines from the west will be provided at Jurupa and near the south edge of Sector 2 and near the south end of the box culvert. The exact size and location will be coordinated with the city during the design phase.

Jurupa Street is being planned with an underpass between Haven and Turner. The underpass will not gravity drain along Jurupa to the Lower Deer Creek Channel at Turner. Drainage must be either pumped to Turner or allowed to gravity drain through the UPS site and enter the channel near the south edge of the UPS site. We recommend the gravity drain through the UPS site as being the most reliable. This solution does present some political problems with what will be a public storm drain on private property (the UPS site). However, it appears to offer a simpler, lower cost and a more easily maintained system than a storm water pumping operation.

Planned Improvements (Sector 3 - future industrial)

No onsite improvements are planned for Sector 3. This site slopes 0.4% to 0.7% from north to south with surface drainage to the UPRR track crossing of the Lower Deer Creek Channel. Future development may continue surface drainage or select a piped system. With either method, the connection to the Lower Deer Creek Channel will be "as approved by the city".

The Lower Deer Creek Report anticipates a future 57" RCP along the south edge of Sector 3 to convey runoff from the offsite 60 acres area east of Sectors 2 & 3 (Drainage Report impact point numbers 3902 and 3903). This area is presently undeveloped. An easement will be reserved in Sector 3 along the UPRR right-of-way to accommodate the future construction of the 57" RCP by others. This easement is also expected to contain the Q_{100} flow from the offsite 60 acre area. A 20' easement width is anticipated for the 57" RCP and it is expected to expand to 30' in order to contain the Q_{100} flow.

UNITED PARCEL SERVICE
ONTARIO HUB STATION
TRAFFIC IMPACT ANALYSIS

PREPARED FOR

THE PLANNING NETWORK
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SEPTEMBER 17, 1987

TABLE OF CONTENTS

LIST OF FIGURES AND TABLES

FIGURES

TABLES

UNITED PARCEL SERVICE
ONTARIO HUB STATION
TRAFFIC IMPACT ANALYSIS

INTRODUCTION

This traffic and circulation study has been conducted to determine the potential impacts associated with the development of a 163 acre site in the City of Ontario for the United Parcel Service (UPS) Hub Station and future light industrial uses. The site is located at the southwest corner of the intersection of Jurupa Street/Haven Avenue near the Ontario International Airport. Trips were generated and distributed for the UPS site and used as input into the City of Ontario's computerized traffic model (TRACS) to assess the potential impacts of the proposed development on a cumulative year 2005 base condition.

The City model was also run assuming only light industrial development designated in the City's General Plan. The resulting impacts of the assumed industrial development were compared to the impacts associated with the proposed project. The results of this analysis indicate that, while intersections in the vicinity of the project site will ultimately deteriorate to unacceptable levels of service, the development of the UPS Hub Station and 50 acres of future light industrial use will benefit the area, as the proposed project will create less of an impact than if the site were fully developed according to the current General Plan light industrial designation.

PROJECT DESCRIPTION

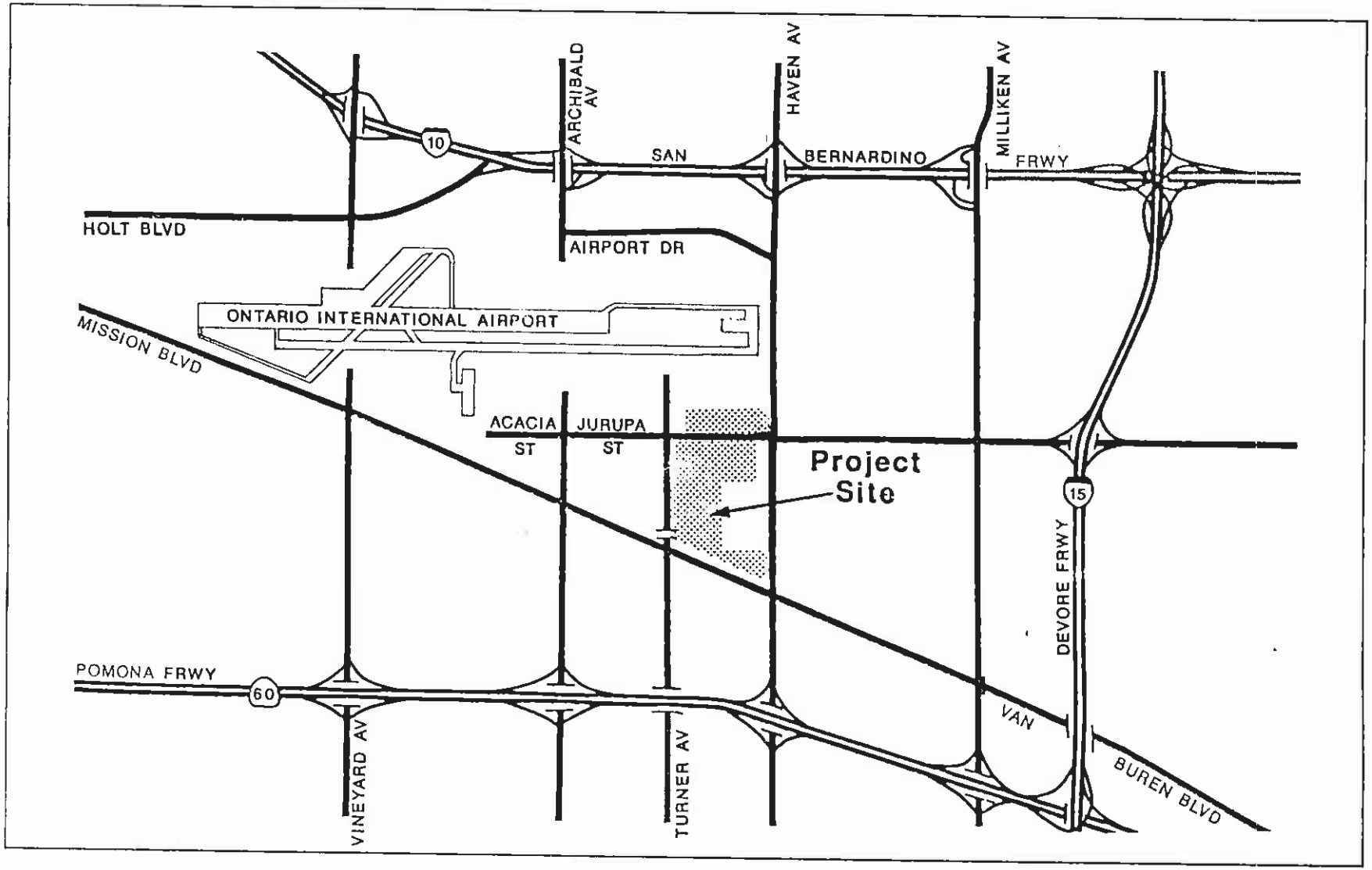
The proposed UPS Hub Station project is located near the Ontario International Airport in the City of Ontario. The 163 acre project site is bounded to the north by the Ontario International Airport, to the south by Mission Boulevard, to the west by Turner Avenue and to the east by Haven Avenue (see Figure 1).

Currently, Turner Avenue has a two lane at-grade crossing with the Union Pacific Railroad just north of Mission Boulevard. It is the intent of the City to close Turner, north of the Union Pacific Railroad, to through traffic. It is the City's desire to transfer the two lanes of capacity at the Turner Avenue crossing to the railroad crossing at Archibald Avenue.

Regional access to the proposed project site is presently available from the Pomona Freeway (SR-60), San Bernardino Freeway (I-10) and the Devore Freeway (I-15). Local circulation to the project site is available via Jurupa Street, Mission Avenue, Archibald Avenue, Turner Avenue and Haven Avenue.

1

Project Location Map



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Approximately 110 acres will be developed as the UPS Hub, while the remaining 50 acres will be divided into two parcels (20 acre and 30 acre), and developed for future light industrial use (see Figure 2). The UPS project will include an aircraft apron north of Jurupa Street. This apron will be connected to the cargo staging area by a tug crossing bridge over Jurupa Street. UPS employee and customer access is planned along Jurupa Street near Haven Avenue. Package van and tractor/trailer access will be provided along Jurupa near Turner Avenue. An access to the aircraft apron is also planned along Jurupa. Access to the 30 acre light industrial parcel is planned along Turner Avenue, while access to the 20 acre light industrial parcel is planned as a right in/out along Haven Avenue.

EXISTING CONDITION

To determine the potential traffic impacts with the development of the proposed project, four intersections in the study area were evaluated during the PM peak hour. These intersections are illustrated in Figure 3 and are presented below.

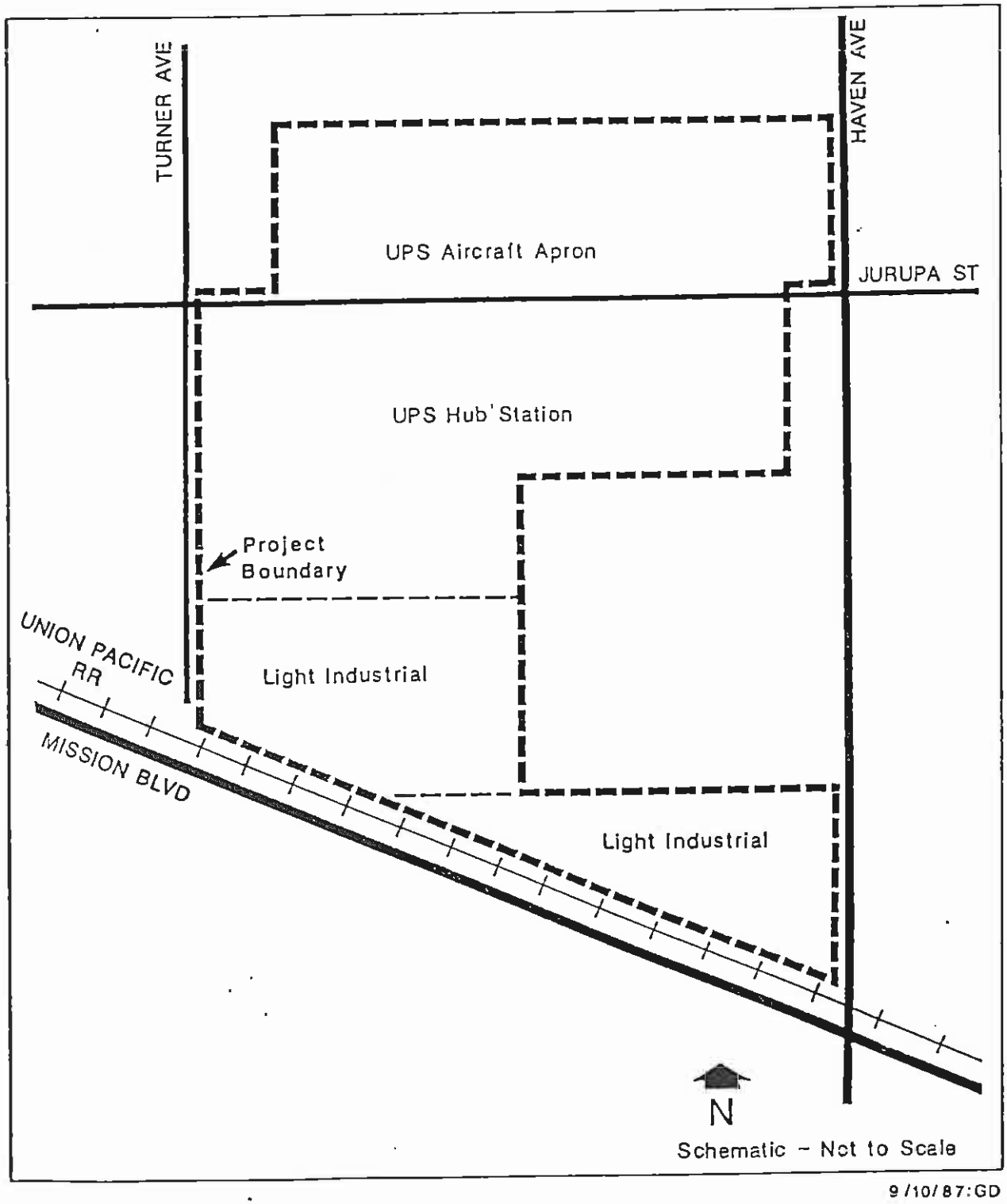
1. Jurupa Street/Haven Avenue
2. Mission Avenue/Haven Avenue
3. Mission Avenue/Archibald Avenue
4. Airport Drive/Haven Avenue

The PM peak hour is selected as the optimum period for analysis, as it represents the hour when traffic volumes are greatest. Traditionally, the PM peak hour exhibits the highest traffic volumes in the entire 24 hour period. The existing PM peak hour turn movements have been obtained from the City of Ontario, and are presented in the Technical Appendix. These turn movements are used as inputs for the intersection capacity and level of service analysis.

Existing Intersection Level of Service

In traffic engineering, the concept of capacity and the relationship between capacity and traffic volumes is generally expressed in terms of levels of service (LOS). These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions which motorists experience rapidly deteriorate as traffic approaches the absolute. Under such conditions, congestion is experienced. There is general instability in the traffic flow, which means that relatively small incidents (e.g. momentary engine stall) can cause considerable fluctuations in speeds and delays.

2
Project Site Map



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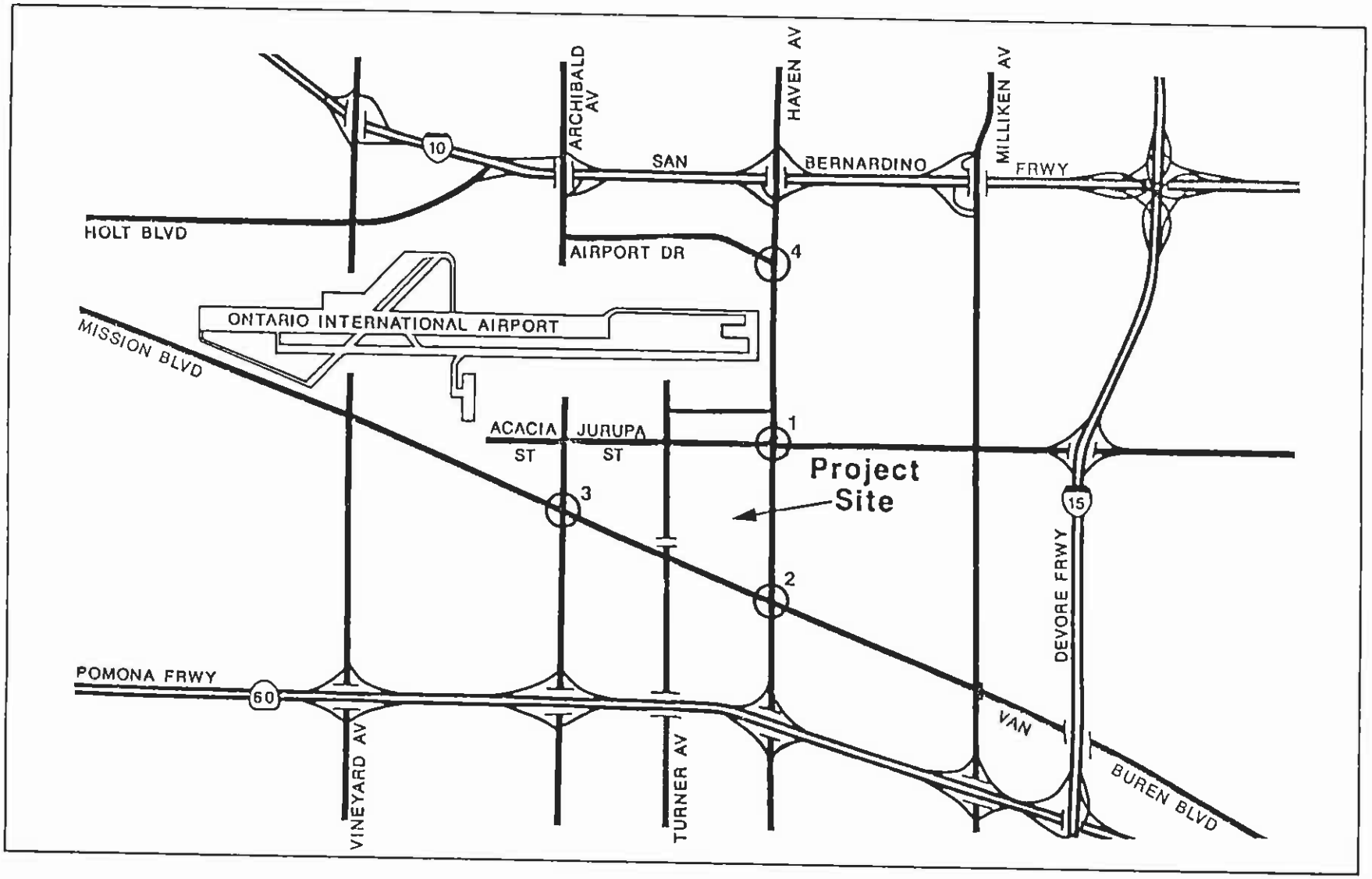
3
Intersection Location Map



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This near capacity situation is labeled LOS E. (Levels of services are defined as A through F). Beyond LOS E, capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will then form and continue to expand in length until the demand volume again reduces.

A complete description of the meaning of level of service can be found in the Highway Capacity Manual (Highway Research Board Special Report 87, Highway Capacity Manual). The manual establishes levels of service A through F. Brief descriptions of the six levels of service, as abstracted from the manual, are as follows:

LOS	DESCRIPTION
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait thorough more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand, unless the street is highly friction free.

F This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

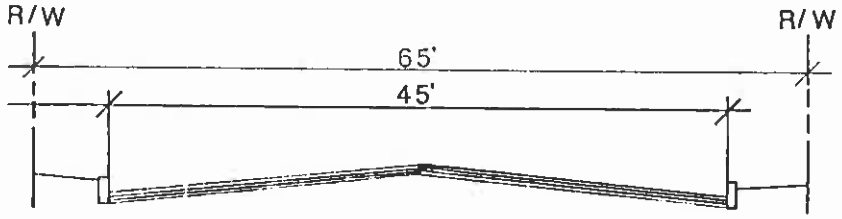
The methodology used in this analysis to determine intersection peak hour levels of service is referred to as Intersection Capacity Utilization (ICU). In essence, this analysis determines a volume/capacity ratio of the intersection by comparing conflicting movements based on peak hour volumes and intersection geometrics. The relationship between LOS and ICU is as follows:

Level of Service	Intersection Capacity Utilization
A	< 0.6
B	0.6 - 0.7
C	0.7 - 0.8
D	0.8 - 0.9
E	0.9 - 1.0
F	> 1.0

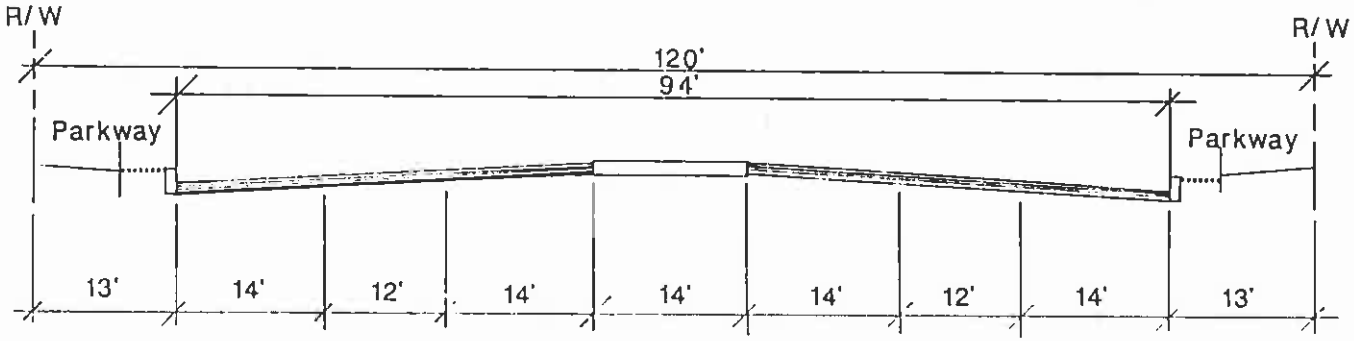
For intersection evaluation, the threshold between LOS D and LOS E, or 0.90 or below, is considered acceptable. Under the existing condition, the eight intersections were evaluated to determine the existing PM peak hour levels of service. It should be noted that the existing condition includes arterial improvements associated with the buildout of the City of Ontario General Plan Circulation Element. In particular, these improvements include the extension of Haven Avenue south from Jurupa Street to Mission Boulevard and the addition of a full freeway interchange at Haven Avenue and the Pomona Freeway. Typical cross sections of the ultimate improvements to Haven Avenue, Jurupa Avenue and Turner Avenue are illustrated in Figure 4.

The resulting existing ICUs and associated levels of service are presented in the Table below.

4
Ultimate Arterial Typical Cross Sections



Standard Arterial Turner Avenue



Divided Arterial (6-Lanes)

Haven Avenue/ Jurupa Avenue

Existing Condition
Level of Service Analysis

Intersection	PM Peak Hour ICU	LOS
Jurupa/Haven	.06	A
Mission/Haven	.08	A
Mission/Archibald	.16	A
Airport/Haven	.08	A

These ICU values and their corresponding level of service determinations have been computed by the City's traffic model. The computer model outputs have been included in the Technical Appendix. As can be seen in the Table, all four intersections currently operate at acceptable levels of service.

GENERAL PLAN LAND USE CONDITION

The current zoning for the project site, as indicated in the City's General Plan, is light industrial land use. The project, as proposed, calls for the development of approximately 113 acres for the UPS Station and 50 acres of light industrial use. Therefore, an analysis is conducted to determine the circulation impacts associated with the buildout of the site under current light industrial zoning. These impacts are compared to the circulation impacts associated with the buildout of the site as a UPS Hub Station/ Light Industrial mixed use development.

Trips were generated for the project site assuming the light industrial use. The PM peak hour inbound and outbound trip generation rates used in this analysis are based on trip generation rates assumed in the TRACS model. These rates, and the resultant trip generation for the buildout of the light industrial use, are presented below.

	Trip Generation Rates		Trip Generation	
Land Use	PM Inbound	PM Outbound	PM Inbound	PM Outbound
3.5 KSF Light Industrial	0.27	0.60	951	2,114

As seen above, the buildout of the light industrial land use on the project site results in the generation of approximately 950 PM inbound and 2,100 PM outbound peak hour trips.

These peak hour trips were distributed and assigned to the local roadway network based on trip distribution patterns in the TRACS model. The trip

distribution utilized by the City of Ontario directs trips to and from gateways at the city limits. These gateways include all possible cordon locations for entry to and exit from the City. It should be noted that, similar to the existing condition analysis, the City trip distribution patterns assume the buildout of the General Plan Circulation Element, including the extension of Haven Avenue from the San Bernardino Freeway (I-10) to the Pomona Freeway (SR-60), and the addition of a Haven Avenue/SR-60 interchange.

Intersection capacity analysis and level of service determination was also conducted as part of the City model run. The resulting level of service values have been calculated based on the intersection lane geometrics assumed in the General Plan Circulation Element buildout. These ultimate lane geometrics for the four study intersections are presented in Figure 5. The results of this analysis for the light industrial buildout scenario are included in the Technical Appendix and are summarized in the Table below.

Light Industrial Buildout Condition
Level of Service Analysis

	PM Peak Hour	
Intersection	ICU	LOS
Jurupa/Haven	1.18	F
Mission/Haven	0.91	E
Mission/Archibald	0.71	C
Airport/Haven	1.14	F

As can be seen in the Table above, three of the four intersections are anticipated to exceed the threshold of acceptable intersection operations in this scenario. The intersections of Haven Avenue/Jurupa Street and Haven Avenue/Airport Drive will operate at LOS F. The intersection of Haven Avenue/Mission Boulevard will operate at LOS E. The intersection of Mission Boulevard/Archibald Avenue will operate at an acceptable LOS C in this scenario.

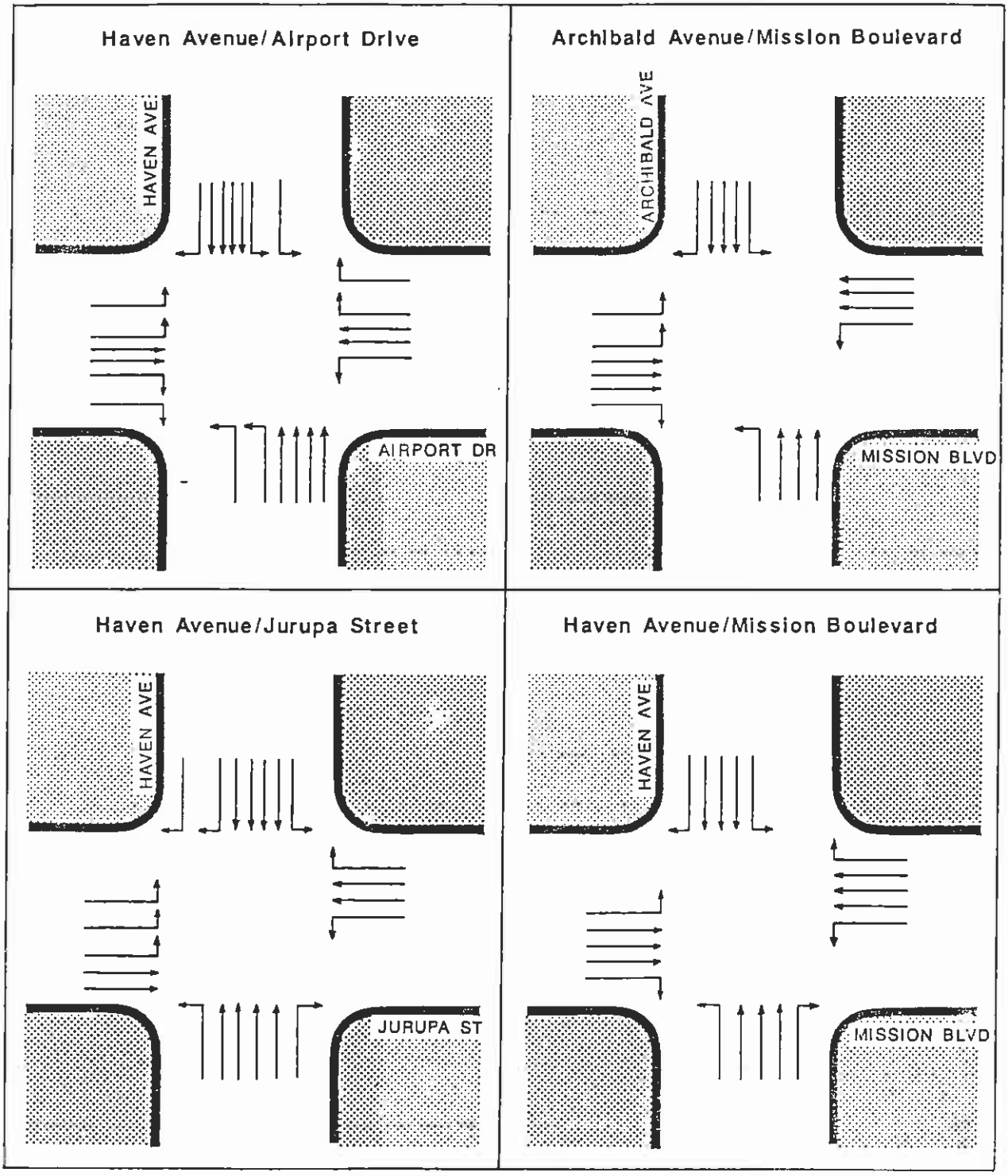
PROJECT IMPACTS

Project Trip Generation.

The trip generation rates assumed for the proposed UPS Hub Station and adjacent light industrial use are based on two sources. The UPS trip generation is based on detailed trip making information supplied by the applicant.

5

Ultimate Intersection Lane Geometrics



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while the trip generation rates for the proposed 50 acre light industrial use is based on the light industrial trip generation rates used in the TRACS model and in the ITE Trip Generation Manual, 3rd Edition. The results of the project trip generation are presented in Table A. The trip generation associated with the proposed UPS project has been agreed to by the City Traffic Engineer and used as input into the TRACS model to assess the proposed project impacts.

Table A is divided into two trip generation scenarios. The first includes the project site, should it be developed under the existing zoning as light industrial land use. Using the daily and AM peak hour trip generation rates for this land use type as described in the ITE Trip Generation Manual and PM peak hour rates from the TRACS model, the 163 acre site would generate approximately 8,500 average daily trips (ADT) and 3,500 AM and 3,100 PM peak hour trips.

Daily and peak hour trips are then generated for the site considering the proposed UPS project. Data for trip generation for the UPS Hub Station is based on information supplied by the applicant and is discussed below.

UPS Employees. At the project's completion, the UPS Hub Station will employ 1,190 full and part time personnel. The trip generation information supplied by UPS indicates that the average auto-occupancy for their similar operations is 1.05 persons per vehicle. Therefore, the daily trip generation can be calculated by applying the 1.05 persons per vehicle to the 1,190 total employees to arrive at 1,139 daily one way trip ends. The average daily two way trips are determined by multiplying the 1,139 trip ends by two. Hence, the daily trip generation associated with employees is 2,287 ADT.

Based on the applicant's schedule, 102 AM inbound peak hour trips are expected. No AM outbound peak hour employee trips are anticipated. In the PM peak hour, 77 inbound and 54 outbound trips are anticipated by employees.

Package Vans. Data supplied by UPS indicates that 138 package vans will leave the proposed project site in the AM peak hour. These 138 vehicles will return to the site during a three hour PM peak period starting at 4:00 p.m.. In the PM peak hour, 80 of the total 138 will return to the site. Assuming 138 morning outbound trips and 138 evening inbound trips, a total of 276 daily package van trips will occur.

TABLE A
UPS TRIP GENERATION

lsa

EXISTING ZONING

LAND USE	UNITS	NO. OF UNITS	TRIP GENERATION DAILY	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL
LIGHT INDUSTRIAL	ACRE	163	8,541	2,967	538	3,505	951	2,114	3,065

PROPOSED PLAN

LAND USE	UNITS	NO. OF UNITS	TRIP GENERATION DAILY	AM IN	AM OUT	AM TOTAL	PM IN	PM OUT	PM TOTAL
UPS HUB									
	EMPLOYEE	1,190	2,287	102		102	77	54	131
	PACK. VANS	138	276		138	138	80		80
	CUSTOMER	178	356	36	36	72	89	89	178
	TRACT/TRAIL	46	92			0			0
LIGHT INDUSTRIAL	ACRE	30	1,572	546	99	645	207	408	615
	ACRE	20	1,048	364	66	430	138	272	410
TOTAL TRIP GENERATION			5,631	1,048	339	1,387	591	823	1,414
REDUCTION (Existing - Proposed)			2,910	1,919	199	2,118	360	1,291	1,651

Customers. Ten percent of the total 356 daily customer trips were assumed to occur in the AM peak hour. As pick-ups and deliveries are expected to occur rapidly, all 36 AM inbound trips would also be AM peak hour outbound trips. In the PM peak hour, 25% of the total daily 356 trips, or 89 PM peak hour trips, would occur. These are also considered as both inbound and outbound trips.

Tractor/Trailer. No peak hour activity is assumed for tractor/trailers, as these vehicles must reach the distribution center before the Package Vans depart. The daily trips are based on information supplied by UPS.

Industrial. The trip generation rates for industrial use is based on Light Industrial use as described in the ITE Trip Generation Manual. These rates were used in other traffic studies for industrial developments in the immediate area.

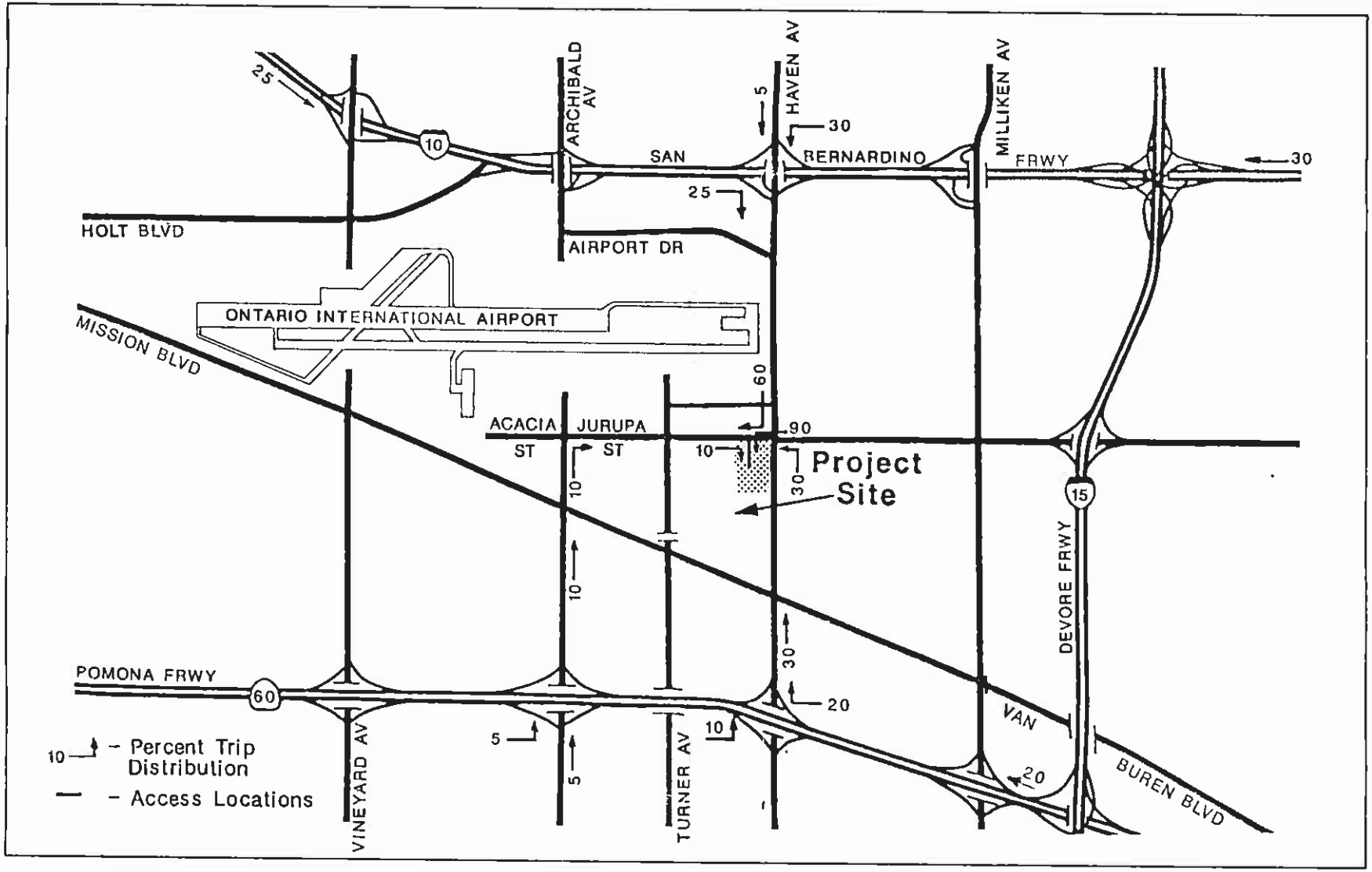
The proposed UPS Hub Station is expected to generate approximately 5,600 ADT and 1,400 AM and 1,400 PM peak hour trips. For comparative purposes, the UPS Hub Station/Light Industrial mixed use development will generate 2,900 fewer daily trips than the buildout of light industrial use on the site would generate. Similarly, the proposed UPS project would generate approximately 200 fewer AM and 1,600 fewer PM peak hour trips than the light industrial buildout would generate. Therefore, the proposed UPS Hub Station/Light Industrial mixed use development will induce fewer impacts than the light industrial existing zoning.

Project Trip Distribution.

Trip distribution patterns have been identified for the project site by the applicant, and are included in this report. Similar to the trip generation prepared for this project, the trip distribution was identified for the four major activities (i.e., UPS employees/customers, UPS package vans, 30 acre industrial and 20 acre industrial). These are illustrated in Figures 6 through 9.

For the City's modeling purposes, it is more desirable to have the trip distribution aggregated into one overall project trip distribution. Therefore, the four activities' peak hour trip generations were assigned to the local roadway network based on the their respective trip distributions. To arrive at the overall trip distribution for the project site, a weighted

6
Employee/Customer Trip Distribution



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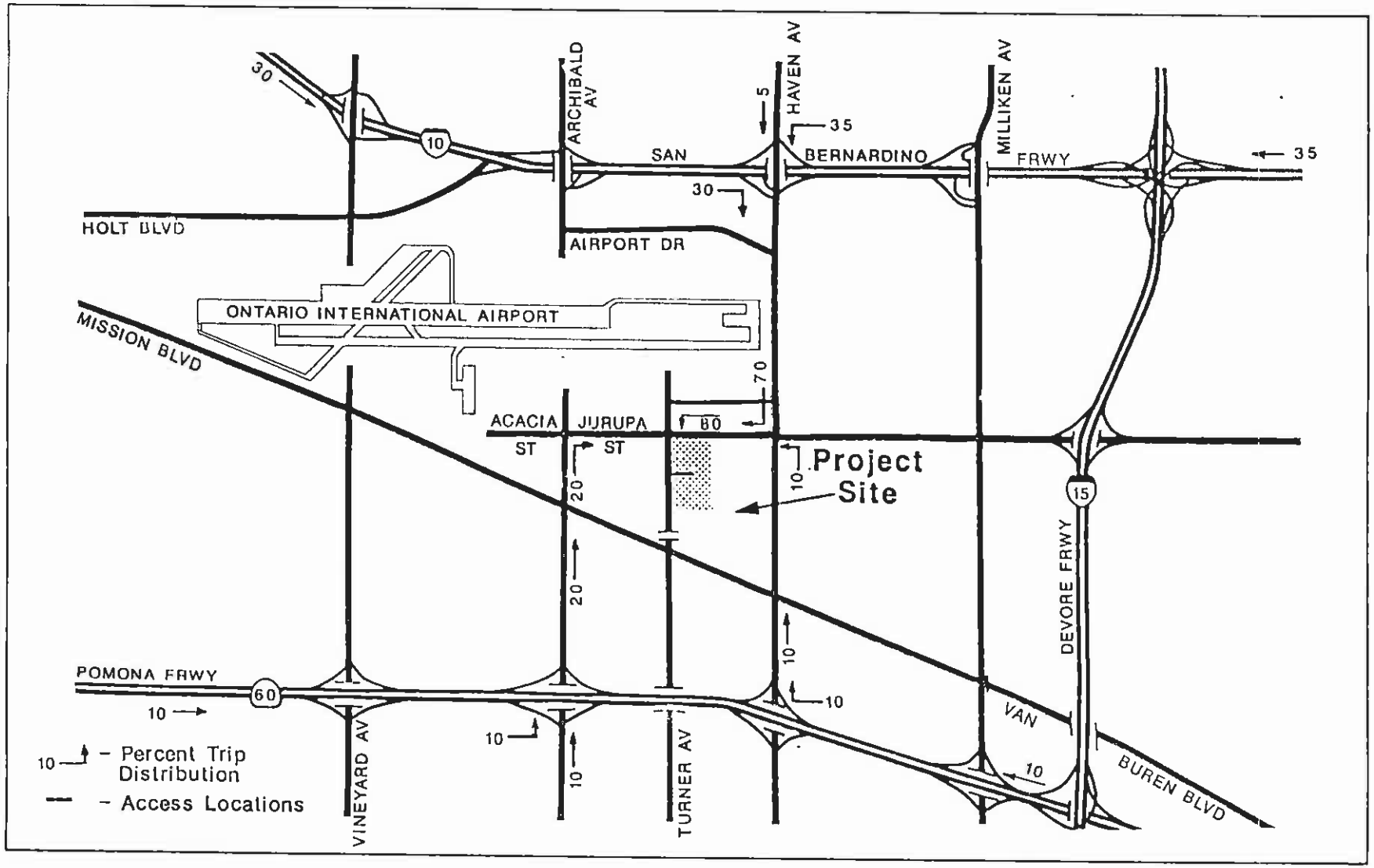
7
Package Van Trip Distribution



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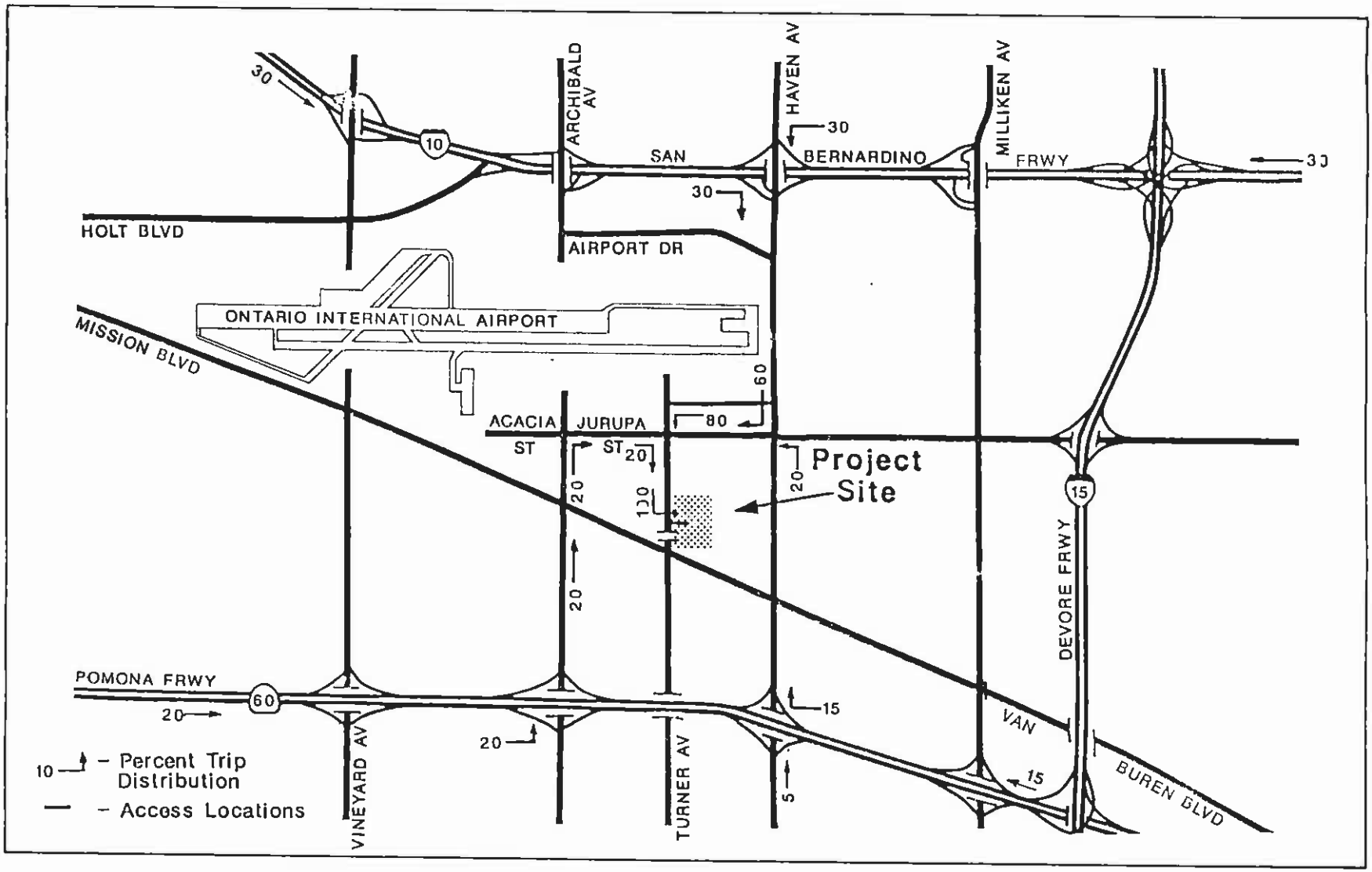
8

30 Ac Industrial Trip Distributon



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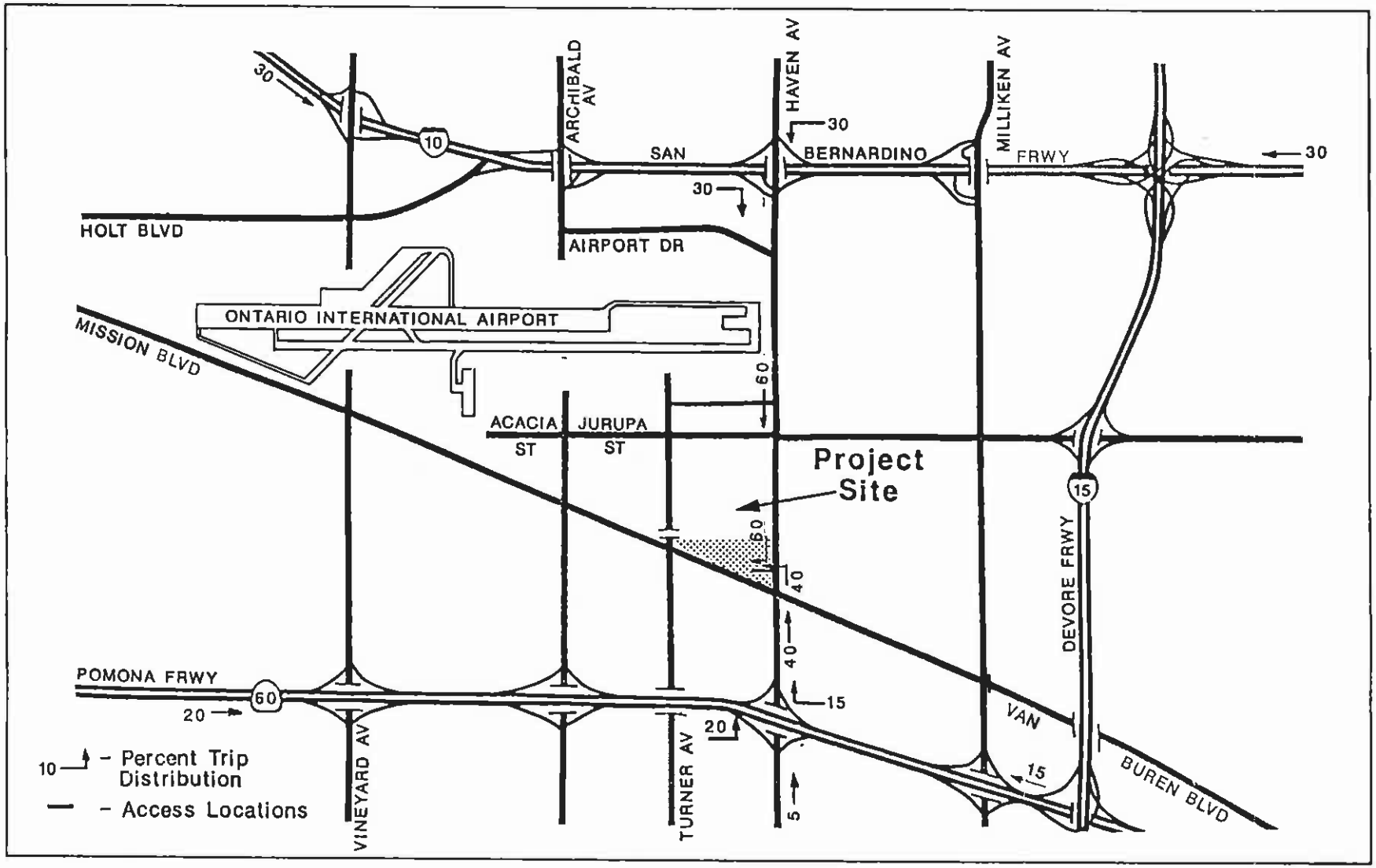
9

20 Ac Industrial Trip Distribution



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average for each turn movement was taken. The results of this exercise is the project trip distribution illustrated in Figure 10. This trip distribution was used as input into the City traffic model for the proposed UPS Hub Station.

Project Impacts.

For purposes of this analysis, project impacts are defined as the impacts related to the contribution of PM peak hour traffic volumes associated with the project development on a cumulative year 2005 traffic base. This cumulative traffic base is part of the City traffic model, and considers the traffic contribution associated with the level of development anticipated in the year 2005.

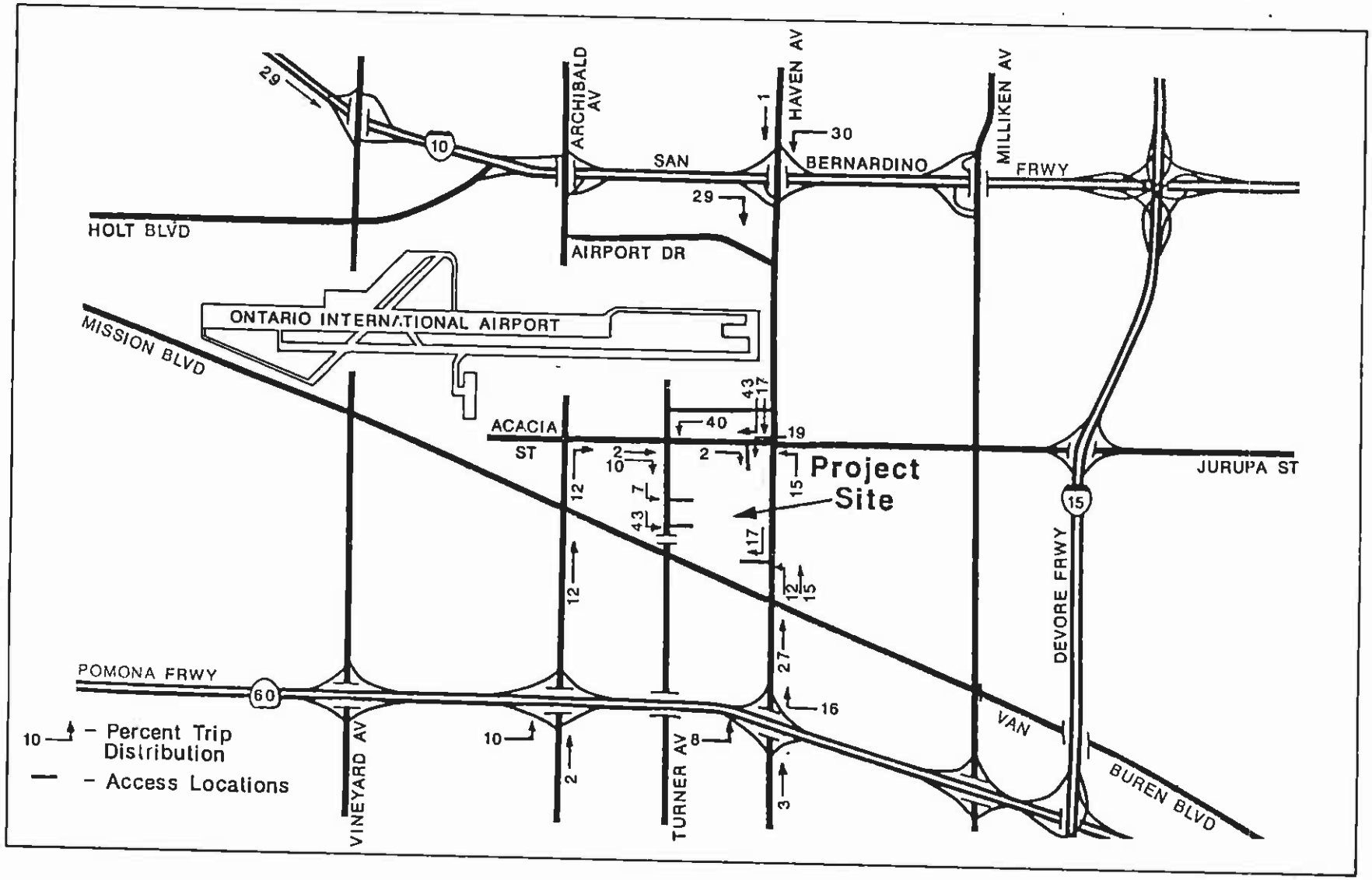
Intersection capacity analysis and level of service determination was obtained from the City model for the proposed project assuming the year 2005 cumulative development base condition. The results of this analysis, along with the results of the light industrial buildout condition, are presented in the Table below.

Intersection Capacity and Level of Service Analysis

	Light Industrial Buildout Condition		UPS Hub Station/Industrial Mixed Use Development Buildout Condition	
	PM Peak Hour		PM Peak Hour	
Intersection	ICU	LOS	ICU	LOS
Jurupa/Haven	1.18	F	1.09	F
Mission/Haven	0.91	E	0.83	D
Mission/Archibald	0.71	C	0.70	C
Airport/Haven	1.14	F	1.09	F

As seen in the Table, two of the four intersections will exceed the threshold of acceptability in the cumulative year 2005 base plus proposed project condition. The intersections of Jurupa Street/Haven Avenue and Airport Drive/Haven Avenue will operate at LOS F. The intersections of Mission Boulevard/Archibald Avenue and Mission Boulevard/Haven Avenue will operate acceptably in this scenario with an LOS D and LOS C, respectively.

10
Project Trip Distribution



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Although two intersections are expected to operate unacceptably in this condition, the local circulation system will be less impacted by the addition of the UPS Hub Station than the development of light industrial use on the site. As seen in the Table, all four intersections show an improved ICU value with the UPS development as opposed to the light industrial development. Whereas in the light industrial development scenario three intersections will operate unacceptably, two intersections will operate unacceptably in the proposed UPS project scenario.

MITIGATION MEASURES

The intersections of Haven Avenue/Airport Drive and Haven Avenue/Jurupa Street are expected to exceed the level of acceptability in the year 2005 cumulative base plus proposed project condition. Both of these intersections are along the Haven Avenue corridor from I-10 to SR-60, for which an Assessment District, AD-103, has been established. The UPS applicant is a contributor to this Assessment District.

PROJECT ACCESS

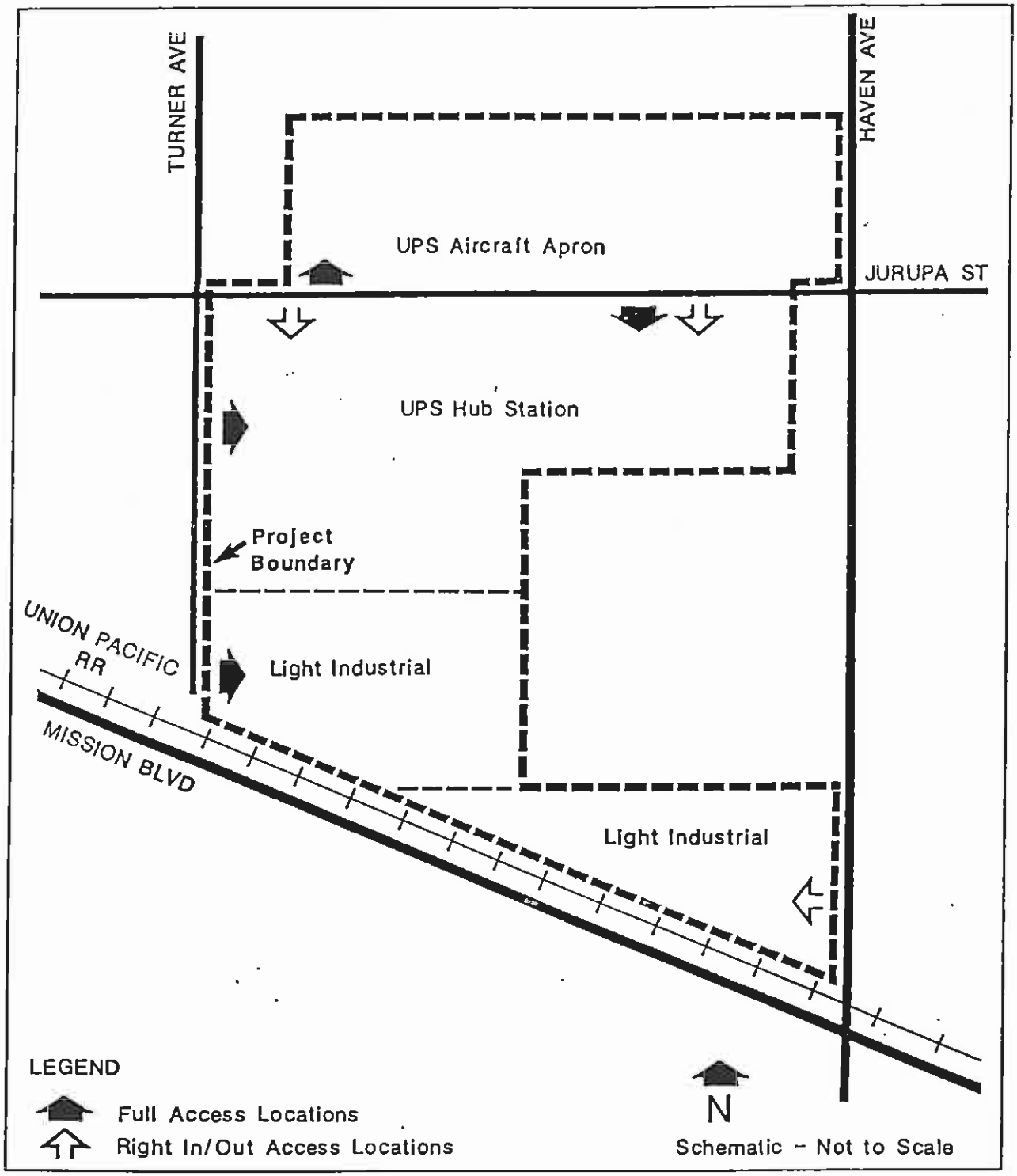
Access to the proposed UPS Hub Station and Industrial mixed use development will be provided on Jurupa Street, Haven Avenue and Turner Avenue. Designation of full versus right in and out only access are presented in Figure 11. As can be seen in this exhibit, two full and two right in and out access locations are proposed for Jurupa for the UPS Hub and air carrier offices, one right turn in and out are proposed for the 20 acre industrial site on Haven, and two full access locations on Turner serving the UPS Hub and the 30 acre industrial site.

Because these arterials will be built to General Plan standards and ultimately carry significant volumes of traffic, coupled with the lowering of Jurupa to accommodate the Tug overcrossing, a detailed site access analysis was performed. The following sections describe the parameters and design assumptions used to determine these access locations.

UPS Employee and Customer Access

The UPS Hub employee and customer parking lot is proposed on the southwest corner of Jurupa and Haven. A full access is proposed on Jurupa approximately 650 feet west of Haven with a right turn in and out located approximately 400 feet west of Jurupa.

11
Project Access Locations



9/10/87:GD

As stated in a report titled Guidelines for Urban Major Street Design prepared by the Institute of Transportation Engineers, the spacing of right turn only driveways from a cross street should be sufficient to provide for traffic control devices and necessary utilities at the intersection and to provide for adequate pedestrian access to the intersection. This report suggests that 50 feet is minimum and that 75 feet is desirable. The right turn only entrance/exit is proposed approximately 400 feet from Haven and, therefore, far exceeds the desirable minimum.

The Guidelines for Urban Major Street Design also indicates that the minimum median break for higher speed arterials from a cross street should be 430 feet. The proposed project access is located approximately 650 feet from Haven and therefore exceeds the minimum. Because of the anticipated high eastbound left turns from Jurupa to Haven, back to back left turn storage requirements were also investigated to determine whether the 650 feet is sufficient to accommodate the eastbound left from Jurupa to Haven and the westbound left into the employee/customer lot.

Total PM peak hour westbound left turns into the employee/customer parking facility are estimated at approximately 140 trips. Utilizing a rule of thumb estimate of one foot of storage for one left turn, the storage required for the westbound left into the site is 140 feet. Given the 140 foot westbound left storage requirement and a 120 foot transition, a 390 eastbound foot left turn lane could be provided on Jurupa at Haven.

Based on the City's intersection improvement assumptions, a triple eastbound left turn lane is proposed from Jurupa to Haven. Total PM peak hour westbound left turns estimated from the City's traffic model are 1,745 vehicles per hour or 582 vehicles per hour per lane. The left turn lane storage requirement is a function of left turn demand by lane and the number of seconds per red that the left turn phase may experience for a given cycle. Based on the intersection capacity analysis as performed by the City, the eastbound left turn phase will require 33% green time. Therefore, 67% of the time the westbound lefts will experience a red phase and will be required to stop. Assuming a standard Poisson distribution random arrival rate and a 90% signal phase, a left turn storage length of 340 feet will be required. This 340 foot left turn storage demand is less than the 390 feet that can be accommodated.

UPS Air Carrier Offices

A full access is proposed on Jurupa approximately 500 feet east of Turner to serve the UPS Air Carrier Offices. Traffic into and out of this

entrance is insignificant as it will primarily serve the few employees serving the air carrier. The 500 feet is more than adequate to accommodate a westbound left at Turner, a 90 foot transition and an eastbound left at the UPS Air Carrier Offices.

UPS Tractor Trailer Jurupa Access

A right turn in and out only access is proposed approximately 250 feet east of Turner. As previously indicated, this distance significantly exceeds the 75 feet as recommended in the Guidelines for Urban Major Street Design.

Turner Access

Two full access locations are proposed on Turner to serve the UPS Tractor Trailer Staging area and the 30 acre light industrial site. Given that this arterial will be terminate in a cul-de-sac with access only to Jurupa, there will be no through traffic to conflict with project traffic.

Haven Access

The applicant is proposing a right turn in and out only access on Haven to serve the 20 acre light industrial parcel. Full access could not be accommodated because of Haven being depressed below grade to cross the Union Pacific Railroad.

APPENDIX A
TRACS MODEL OUTPUT

CITY OF ONTARIO AUGUST 31,1987 EXISTING VOLUMES ONLY
OUTPUT FILE FOR UNPAR87A FILE NAME IS UNPAR87A.002
BASE VOLUMES ARE NOT FACTORED

Existing Condition

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TOTAL VOLUMES BY TURNING MOVEMENT

INTERSECTION	V/C	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
1 ARCHIBALD AVE & 4TH STREET	0.33 A	48	1128	80	40	812	132	130	129	35	96	253	58
2 HAVEN AVENUE & 4 TH STREET	0.32 A	27	962	17	50	443	41	96	157	35	69	174	134
3 MILLIKEN AVE. & 4TH STREET	0.14 A	105	30	32	12	33	13	60	285	5	27	135	12
4 MILLIKEN AVENUE & CENTER DR.	0.00 A	0	0	0	0	0	0	0	0	0	0	0	0
5 HAVEN AVENUE & CENTER DRIVE	0.00 A	0	0	0	0	0	0	0	0	0	0	0	0
6 HAVEN AVENUE & '6' STREET	0.17 A	19	968	15	1	739	6	7	0	0	53	0	21
7 MILLIKEN AVENUE & '6' STREET	0.05 A	19	197	51	1	237	14	7	9	35	59	6	12
8 MILLIKEN AVENUE & I-10 WB RAMP	0.17 A	372	225	0	0	186	137	23	0	88	0	0	0
9 HAVEN AVENUE & I-10 WB RAMP	0.12 A	6	588	0	0	276	585	0	0	0	7	0	211
10 ARCHIBALD AVE. & '6' STREET	0.15 A	20	756	34	16	706	1	8	0	16	92	7	57
11 ARCHIBALD AVE. & I-10 WB RAMP	0.19 A	0	902	91	0	217	431	0	0	0	18	0	139
12 ARCHIBALD AVE. & I-10 EB RAMP	0.49 A	0	902	90	234	217	0	690	0	51	0	0	0
13 HAVEN AVENUE & I-10 EB RAMP	0.22 A	0	17	5	0	7	209	674	0	2	0	0	0
14 MILLIKEN AVENUE & I-10 EB RAMP	0.11 A	133	535	0	0	220	56	34	0	304	0	0	0
15 MILLIKEN AVENUE & GUASTI ROAD	0.24 A	43	414	57	144	313	132	137	15	38	25	32	155
16 MILLIKEN AVENUE & AIRPORT DRIVE	0.12 A	0	359	27	73	335	0	0	0	0	22	0	190
17 AIRPORT DRIVE & COMMERCE	0.00 A	0	0	0	0	0	0	0	0	0	0	0	0
18 HAVEN AVENUE & AIRPORT DRIVE	0.08 A	277	0	0	0	0	0	0	0	369	0	0	0
19 MILLIKEN AVENUE & SANTA ANA ST.	0.08 A	0	373	1	1	348	0	0	0	0	2	0	3
20 MILLIKEN AVENUE & JURUPA STREET	0.10 A	0	322	240	15	332	0	0	0	0	123	0	13
21 COMMERCE PARKWY & JURUPA STREET	0.00 A	0	0	0	0	0	0	0	0	0	0	0	0
22 HAVEN AVENUE & JURUPA STREET	0.06 A	0	0	0	0	0	369	277	0	0	0	0	0
23 ARCHIBALD AVE. & MISSION BLVD.	0.16 A	75	213	12	9	217	24	67	318	86	14	172	10
24 HAVEN AVENUE & MISSION BLVD.	0.08 A	16	0	4	0	0	0	0	330	8	7	206	0
25 MILLIKEN AVENUE & FRANCIS STREET	0.00 A	0	0	0	0	0	0	0	0	0	0	0	0
26 MILLIKEN AVENUE & MISSION BLVD.	0.18 A	15	386	11	47	486	113	163	164	37	5	103	43
27 HAVEN AVENUE & PHILADELPHIA	0.18 A	15	386	11	47	486	113	163	164	37	5	103	43
28 ARCHIBALD AVE. & PHILADELPHIA	0.07 A	23	274	0	0	290	8	12	0	33	0	0	0
29 ARCHIBALD AVE. & RTE 60 WB RAMP	0.29 A	324	431	0	0	323	41	0	0	0	130	4	39
30 HAVEN AVENUE & RTE 60 WB RAMP	0.00 A	0	0	0	0	0	0	0	0	0	0	0	0
31 MILLIKEN AVENUE & RTE 60 WB RAMP	0.14 A	154	375	0	0	356	81	0	0	0	68	0	10
32 HAVEN AVENUE & RTE 60 EB RAMP	0.00 A	0	0	0	0	0	0	0	0	0	0	0	0
33 ARCHIBALD AVE. & RTE 60 EB RAMP	0.23 A	0	431	284	47	323	0	98	1	594	0	0	0
34 HAVEN AVENUE & CREEKSIDE DR.	0.10 A	2	5	92	27	5	1	0	3	2	46	5	6
35 MILLIKEN AVE. & RTE 60 EB RAMP	0.13 A	0	471	96	32	390	0	61	1	233	0	0	0
36 MILLIKEN AVENUE & RIVERSIDE DRIVE	0.20 A	38	433	7	26	679	48	44	94	53	11	23	14
37 HAVEN AVENUE & RIVERSIDE DRIVE	0.11 A	18	5	2	17	4	61	55	168	19	1	110	4
38 TURNER AVENUE & RIVERSIDE DRIVE	0.05 A	0	0	0	11	0	34	36	226	0	0	165	14
39 ARCHIBALD AVE. & RIVERSIDE DRIVE	0.00 A	0	0	0	0	0	0	0	0	0	0	0	0
40 ARCHIBALD AVE. & GUASTI ROAD	0.00 A	0	0	0	0	0	0	0	0	0	0	0	0
41 ARCHIBALD AVE. & AIRPORT DRIVE	0.00 A	0	0	0	0	0	0	0	0	0	0	0	0
42 HAVEN AVENUE & GUASTI ROAD	0.00 A	0	0	0	0	0	0	0	0	0	0	0	0

Traes model with existing traffic volumes used.

CITY OF ONTARIO AUGUST 19,1987
OUTPUT FILE FOR UNPAR87 FILE NAME IS UNPAR87.000 General Plan Light Industrial Condition
USING BASE VOLUME INCREASED BY 1%/YEAR FOR 19 YEARS (FOR YEAR 2005)

DKS ASSOCIATES
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T VOLUMES BY TURNING MOVEMENT

INTERSECTION	V/C	NORTHBOUND LEFT	NORTHBOUND THRU	NORTHBOUND RIGHT	SOUTHBOUND LEFT	SOUTHBOUND THRU	SOUTHBOUND RIGHT	EASTBOUND LEFT	EASTBOUND THRU	EASTBOUND RIGHT	WESTBOUND LEFT	WESTBOUND THRU	WESTBOUND RIGHT
1 ARCHIBALD AVE & 4TH STREET	0.69 B	616	1887	260	217	1242	203	232	595	330	257	771	394
2 HAVEN AVENUE & 4 TH STREET	0.77 C	364	1885	150	159	926	124	251	809	224	141	696	375
3 MILLIKEN AVE. & 4TH STREET	0.53 A	330	785	246	14	409	208	452	920	185	169	503	14
4 MILLIKEN AVENUE & CENTER DR.	0.35 A	187	1034	91	61	627	0	0	66	442	378	62	126
5 HAVEN AVENUE & CENTER DRIVE	0.54 A	35	1066	385	31	579	0	0	29	57	882	17	71
6 HAVEN AVENUE & 'G' STREET	0.66 B	396	2759	98	1	2568	51	27	114	616	338	131	25
7 MILLIKEN AVENUE & 'G' STREET	0.47 A	382	1508	345	21	1712	16	8	51	827	470	91	56
8 MILLIKEN AVENUE & I-10 WB RAMP	0.91 E	1422	2004	0	0	1973	1021	203	0	509	0	0	0
9 HAVEN AVENUE & I-10 WB RAMP	0.58 A	7	2560	1797	0	2402	1202	0	0	0	254	0	448
10 ARCHIBALD AVE. & 'G' STREET	0.80 D	432	2602	246	21	2672	1	9	0	715	512	8	72
11 ARCHIBALD AVE. & I-10 WB RAMP	1.08 F	1227	3251	422	16	1943	1739	0	0	0	247	0	309
12 ARCHIBALD AVE. & I-10 EB RAMP	1.45 F	0	4113	433	474	1977	0	1511	0	890	0	0	0
13 HAVEN AVENUE & I-10 EB RAMP	1.00 F	0	3451	498	0	1958	617	1030	0	951	0	0	0
14 MILLIKEN AVENUE & I-10 EB RAMP	0.76 C	1026	2935	0	0	1974	452	432	0	844	0	0	0
15 MILLIKEN AVENUE & GUASTI ROAD	1.03 F	75	3160	119	248	2398	330	531	18	95	140	38	346
16 MILLIKEN AVENUE & AIRPORT DRIVE	0.72 C	135	2717	219	156	2274	226	221	44	209	108	22	459
17 AIRPORT DRIVE & COMMERCE	0.26 A	186	0.	72	0	0	0	0	535	178	65	715	0
18 HAVEN AVENUE & AIRPORT DRIVE	1.14 F	2212	2476	19	501	2041	171	235	378	1977	19	-436	834
19 MILLIKEN AVENUE & SANTA ANA ST.	0.85 D	114	1782	99	574	1910	68	232	0	234	198	0	950
20 MILLIKEN AVENUE & JURUPA STREET	0.78 C	71	1120	569	487	1660	317	457	1158	164	474	560	274
21 [illegible]MERCE PARKWY & JURUPA STREET	0.48 A	0	0	0	287	0	723	300	1287	0	0	718	171
22 [illegible]N AVENUE & JURUPA STREET	1.18 F	57	2597	371	227	2343	1514	1745	1126	127	378	844	412
23 ARCHIBALD AVE. & MISSION BLVD.	0.71 C	244	1907	50	78	1646	685	401	577	170	69	479	43
24 HAVEN AVENUE & MISSION BLVD.	0.91 E	81	2056	372	329	2908	149	329	477	112	176	331	168
25 MILLIKEN AVENUE & FRANCIS STREET	0.52 A	47	971	99	17	1763	0	0	7	98	221	15	37
26 MILLIKEN AVENUE & MISSION BLVD.	0.72 C	62	1359	82	379	2360	248	328	751	142	78	370	204
27 HAVEN AVENUE & PHILADELPHIA	1.01 F	946	1760	141	147	2994	556	700	223	2083	199	161	189
28 ARCHIBALD AVE. & PHILADELPHIA	0.87 D	32	1455	150	0	3103	407	441	246	194	287	402	0
29 ARCHIBALD AVE. & RTE 60 WB RAMP	0.88 D	603	1734	0	0	2378	1257	0	0	0	212	4	113
30 HAVEN AVENUE & RTE 60 WB RAMP	1.02 F	133	2021	0	0	2716	1922	0	0	0	75	0	328
31 MILLIKEN AVENUE & RTE 60 WB RAMP	0.52 A	246	1312	0	0	2015	393	0	0	0	95	0	81
32 HAVEN AVENUE & RTE 60 EB RAMP	0.92 E	0	1132	43	764	2027	0	1022	0	186	0	0	0
33 ARCHIBALD AVE. & RTE 60 EB RAMP	0.67 B	0	1376	402	272	2216	0	509	1	1004	0	0	0
34 HAVEN AVENUE & CREEKSIDE DR.	0.71 C	97	713	198	418	1499	335	192	3	57	117	6	283
35 MILLIKEN AVE. & RTE 60 EB RAMP	0.47 A	0	1269	168	196	1971	0	213	1	281	0	0	0
36 MILLIKEN AVENUE & RIVERSIDE DRIVE	0.78 C	335	836	8	299	1487	645	369	452	612	13	188	127
37 HAVEN AVENUE & RIVERSIDE DRIVE	0.90 E	44	284	35	714	514	480	314	547	82	69	546	366
38 TURNER AVENUE & RIVERSIDE DRIVE	0.29 A	0	0	0	32	0	186	295	841	0	0	905	35
39 ARCHIBALD AVE. & RIVERSIDE DRIVE	0.59 A	0	447	178	415	989	484	208	227	0	258	404	189
40 ARCHIBALD AVE. & GUASTI ROAD	0.89 D	281	2643	30	231	1936	378	236	64	182	61	128	468
41 ARCHIBALD AVE. & AIRPORT DRIVE	0.83 D	375	1300	0	1081	668	425	175	578	250	0	745	1477
42 HAVEN AVENUE & GUASTI ROAD	0.72 C	80	3537	18	89	2733	105	213	11	105	38	23	187

UPS Hub Station Project Condition

TOTAL VOLUMES BY TURNING MOVEMENT

INTERSECTION	V/C	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
1 ARCHIBALD AVE & 4TH STREET	0.69 B	577	1887	260	206	1242	203	232	595	319	257	771	355
2 HAVEN AVENUE & 4 TH STREET	0.76 C	326	1834	150	159	912	124	251	809	213	141	696	375
3 MILLIKEN AVE. & 4TH STREET	0.53 A	330	746	233	14	399	208	452	920	185	166	503	14
4 MILLIKEN AVENUE & CENTER DR.	0.34 A	187	982	91	61	612	0	0	66	442	378	62	126
5 HAVEN AVENUE & CENTER DRIVE	0.52 A	35	976	385	31	553	0	0	29	57	882	17	71
6 HAVEN AVENUE & '6' STREET	0.66 B	396	2669	98	1	2543	51	27	114	616	338	131	25
7 MILLIKEN AVENUE & '6' STREET	0.47 A	382	1457	345	21	1698	16	8	51	827	470	91	56
8 MILLIKEN AVENUE & I-10 WB RAMP	0.91 E	1422	1952	0	0	1959	1021	203	0	509	0	0	0
9 HAVEN AVENUE & I-10 WB RAMP	0.56 A	7	2469	1642	0	2377	1202	0	0	0	239	0	448
10 ARCHIBALD AVE. & '6' STREET	0.80 D	432	2564	246	21	2661	1	9	0	715	512	8	72
11 ARCHIBALD AVE. & I-10 WB RAMP	1.07 F	1227	3212	422	16	1932	1739	0	0	0	247	0	309
12 ARCHIBALD AVE. & I-10 EB RAMP	1.44 F	0	4074	433	474	1967	0	1511	0	890	0	0	0
13 HAVEN AVENUE & I-10 EB RAMP	0.95 E	0	3205	446	0	1918	617	1030	0	908	0	0	0
14 MILLIKEN AVENUE & I-10 EB RAMP	0.76 C	1026	2883	0	0	1960	452	432	0	844	0	0	0
15 MILLIKEN AVENUE & GUASTI ROAD	1.02 F	75	3108	119	248	2384	330	531	18	95	140	38	346
16 MILLIKEN AVENUE & AIRPORT DRIVE	0.71 C	135	2665	194	156	2260	226	221	44	209	100	22	459
17 AIRPORT DRIVE & COMMERCE	0.26 A	186	0	72	0	0	0	0	535	178	65	715	0
18 HAVEN AVENUE & AIRPORT DRIVE	1.09 F	2070	2179	19	501	1958	171	235	378	1938	19	436	834
19 MILLIKEN AVENUE & SANTA ANA ST.	0.83 D	114	1704	99	574	1888	68	232	0	234	198	0	950
20 MILLIKEN AVENUE & JURUPA STREET	0.75 C	71	1120	569	487	1660	295	380	1003	164	474	517	274
21 COMMERCE PARKWY & JURUPA STREET	0.46 A	0	0	0	287	0	723	300	1054	0	0	654	171
22 HAVEN AVENUE & JURUPA STREET	1.10 F	35	2157	371	227	2221	1514	1745	894	49	378	779	412
23 ARCHIBALD AVE. & MISSION BLVD.	0.70 C	244	1893	50	78	1594	620	383	577	170	69	479	43
24 N AVENUE & MISSION BLVD.	0.83 D	81	1948	372	213	2521	149	329	477	112	176	331	136
25 MILLIKEN AVENUE & FRANCIS STREET	0.52 A	47	971	99	17	1763	0	0	7	98	221	15	37
26 MILLIKEN AVENUE & MISSION BLVD.	0.70 C	48	1359	82	379	2360	248	328	687	90	78	352	204
27 HAVEN AVENUE & PHILADELPHIA	0.96 E	946	1663	141	147	2646	518	689	223	2083	199	161	189
28 ARCHIBALD AVE. & PHILADELPHIA	0.85 D	32	1441	150	0	3052	407	441	235	194	287	363	0
29 ARCHIBALD AVE. & RTE 60 WB RAMP	0.87 D	603	1719	0	0	2326	1257	0	0	0	212	4	113
30 HAVEN AVENUE & RTE 60 WB RAMP	0.97 E	133	1942	0	0	2574	1716	0	0	0	75	0	310
31 MILLIKEN AVENUE & RTE 60 WB RAMP	0.51 A	246	1298	0	0	1963	393	0	0	0	95	0	81
32 HAVEN AVENUE & RTE 60 EB RAMP	0.88 D	0	1111	43	700	1949	0	965	0	186	0	0	0
33 ARCHIBALD AVE. & RTE 60 EB RAMP	0.66 B	0	1362	402	272	2164	0	509	1	1004	0	0	0
34 HAVEN AVENUE & CREEKSIDE DR.	0.68 B	97	691	198	418	1422	335	192	3	57	117	6	283
35 MILLIKEN AVE. & RTE 60 EB RAMP	0.46 A	0	1254	168	196	1919	0	213	1	281	0	0	0
36 MILLIKEN AVENUE & RIVERSIDE DRIVE	0.76 C	335	822	8	299	1436	645	369	426	612	13	181	127
37 HAVEN AVENUE & RIVERSIDE DRIVE	0.88 D	44	277	35	688	488	454	307	547	82	69	546	359
38 TURNER AVENUE & RIVERSIDE DRIVE	0.29 A	0	0	0	32	0	186	295	834	0	0	879	35
39 ARCHIBALD AVE. & RIVERSIDE DRIVE	0.58 A	0	433	178	415	938	484	208	220	0	258	378	189
40 ARCHIBALD AVE. & GUASTI ROAD	0.89 D	255	2605	30	231	1925	378	236	64	174	61	128	468
41 ARCHIBALD AVE. & AIRPORT DRIVE	0.81 D	375	1300	0	1063	668	425	175	556	250	0	668	1413
42 HAVEN AVENUE & GUASTI ROAD	0.67 B	80	3240	18	89	2650	105	213	11	105	38	23	187

REVISED

Table 3

Existing and Projected Background Average Daily Traffic Volumes

Pomona Freeway (SR 60)	Capacity	1988	1992	1994
West of Archibald Ave.	96,000	82,000	98,400	106,600
East of Archibald Ave.	96,000	77,000	92,400	100,100
San Bernardino Freeway (I-10)				
West of Haven Ave.	128,000	143,000	171,600	185,900
East of Haven Ave.	128,000	137,000	164,400	178,100
Haven Avenue				
North of Jurupa Street	12,000	12,200	16,105	18,055
North of Airport Drive	12,000	10,500	13,860	15,540
North of I-10	33,000	25,800	34,055	38,185
Jurupa Street				
West of Turner Ave.	12,000	9,800	12,935	14,505
West of Haven Ave.	12,000	11,000	14,520	16,280
Archibald Avenue				
South of SR 60	49,000	15,200	20,065	22,495
North of SR 60	33,000	11,500	15,180	17,020
South of Mission Blvd.	12,000	9,700	12,805	14,355
North of Mission Blvd.	12,000	14,900	19,670	22,050
Turner Avenue				
South of Jurupa Street	12,000	1,200	1,585	1,775
Mission Boulevard				
West of Archibald Ave.	33,000	8,600	11,350	12,730
East of Archibald Ave.	33,000	6,400	8,450	9,470

Based on the above table, it can be concluded that if freeway traffic continues to increase at present rates, the capacities of both freeways will be exceeded by 1992 even if the proposed UPS project is not built. In addition, at present traffic growth rates and without construction of additional roadway improvements, the capacities of Haven

PROJECTED
1995
FLIGHT SCHEDULE

FLIGHT SCHEDULE: TYPICAL WEEK OF 1995 (PACIFIC DAYLIGHT TIME)

MONDAY

ARRIVING			DEPARTING			
FLIGHT	A/C	TIME	FLIGHT	A/C	TIME	DEST
871	757	22:41				
837	727	21:22				
992	DC8	23:50				
850	DC8	20:03				
901	747	23:12				
921	DC8	18:52				
903	747	17:05	903	747	06:00	SDF
908	747	21:56				
909	747	17:49	909	747	06:00	EWR
905	DC8	13:39	907	DC8	06:20	DSM
907	DC8	13:38	905	DC8	06:21	DSM
302	747	20:14	302	747	06:24	DFW
			900	747	06:25	SDF
972	727	11:08	972	727	11:32	PDX
			907	DC8	19:30	SDF
			902	DC8	19:45	SDF
			903	747	19:50	EWR
			905	DC8	20:00	DFW
603	DC8	23:51	921	DC8	20:00	ORD
			302	747	22:33	OAK
# FLIGHTS	14		13			

FLIGHT SCHEDULE: TYPICAL WEEK OF 1995 (PACIFIC DAYLIGHT TIME)

TUESDAY

ARRIVING			DEPARTING			
FLIGHT	A/C	TIME	FLIGHT	A/C	TIME	DEST
871	757	22:41	871	757	24:42	DEN
077	DC8	24:03	077	DC8	01:11	OAK
037	727	21:22	837	727	02:00	VGT
992	DC8	23:50	992	DC8	02:00	BFI
973	DC8	24:03	973	DC8	02:00	PDX
050	DC8	20:03	850	DC8	02:30	PHX
901	747	23:12	901	747	02:30	OAK
921	DC8	18:52	603	DC8	05:15	SAN
903	747	17:05	903	747	06:00	SDF
908	747	21:56	908	747	06:00	HNL
909	747	17:49	909	747	06:00	EWR
905	DC8	13:39	907	DC8	06:20	DSM
907	DC8	13:38	905	DC8	06:21	DSM
302	747	20:14	302	747	06:24	DFW
901	747	06:12	900	747	06:25	SDF
972	727	11:08	972	727	11:32	PDX
902	DC8	04:31	907	DC8	19:30	SDF
907	DC8	04:25	902	DC8	19:45	SDF
078	747	24:16	903	747	19:50	EWR
905	DC8	03:48	905	DC8	20:00	DFW
603	DC8	23:51	921	DC8	20:00	ORD
302	747	04:21	302	747	22:33	OAK
# FLIGHTS	22		22			

FLIGHT SCHEDULE: TYPICAL WEEK OF 1995 (PACIFIC DAYLIGHT TIME)

WEDNESDAY

ARRIVING			DEPARTING			
FLIGHT	A/C	TIME	FLIGHT	A/C	TIME	DEST
871	757	22:41	871	757	24:43	DEN
077	DC8	24:03	077	DC8	01:11	OAK
837	727	21:22	837	727	02:00	VGT
992	DC8	23:50	992	DC8	02:00	BFI
973	DC8	24:03	973	DC8	02:00	PDX
850	DC8	20:03	850	DC8	02:30	PHX
901	747	23:12	901	747	02:30	OAK
921	DC8	18:52	603	DC8	05:15	SAN
903	747	17:05	903	747	06:00	SDF
908	747	21:56	908	747	06:00	HNL
909	747	17:49	909	747	06:00	EWR
905	DC8	13:39	907	DC8	06:20	DSM
907	DC8	13:38	905	DC8	06:21	DSM
302	747	20:14	302	747	06:24	DFW
901	747	06:12	900	747	06:25	SDF
972	727	11:08	972	727	11:32	PDX
902	DC8	04:31	907	DC8	19:30	SDF
907	DC8	04:25	902	DC8	19:45	SDF
078	747	24:16	903	747	19:50	EWR
905	DC8	03:48	905	DC8	20:00	DFW
603	DC8	23:51	921	DC8	20:00	ORD
302	747	04:21	302	747	22:33	OAK
# FLIGHTS	22		22			

FLIGHT SCHEDULE: TYPICAL WEEK OF 1995 (PACIFIC DAYLIGHT TIME)

THURSDAY

ARRIVING			DEPARTING			
FLIGHT	A/C	TIME	FLIGHT	A/C	TIME	DEST
871	757	22:41	871	757	24:43	DEN
877	DC8	24:03	077	DC8	01:11	OAK
837	727	21:22	837	727	02:00	VGT
992	DC8	23:50	992	DC8	02:00	BFI
973	DC8	24:03	973	DC8	02:00	POX
850	DC8	20:03	850	DC8	02:30	PHX
901	747	23:12	901	747	02:30	OAK
921	DC8	18:52	603	DC8	05:15	SAN
903	747	17:05	903	747	06:00	SDF
908	747	21:56	908	747	06:00	HNL
909	747	17:49	909	747	06:00	EWR
905	DC8	13:49	907	DC8	06:20	DSM
907	DC8	13:38	905	DC8	06:21	DSN
302	747	20:14	302	747	06:24	DFW
901	747	06:12	900	747	06:25	SDF
972	727	11:00	972	727	11:32	PDX
902	DC8	04:31	907	DC8	19:30	SDF
907	DC8	04:25	902	DC8	19:45	SDF
078	747	24:16	903	747	19:50	EWR
905	DC8	03:48	905	DC8	20:00	DFW
603	DC8	23:51	921	DC8	20:00	ORD
302	747	04:21	302	747	22:33	OAK
# FLIGHTS		22			22	

FLIGHT SCHEDULE: TYPICAL WEEK OF 1995 (PACIFIC DAYLIGHT TIME)

FRIDAY

ARRIVING				DEPARTING			
FLIGHT	A/C	TIME		FLIGHT	A/C	TIME	DEST
871	757	22:41		071	757	24:43	DEN
077	DC8	24:03		077	DC8	01:11	OAK
837	727	21:22		837	727	02:00	VGT
992	DC8	23:50		992	DC8	02:00	BFI
973	DC8	24:03		973	DC8	02:00	PDX
850	DC8	20:03		850	DC8	02:30	PHX
901	747	23:12		901	747	02:30	OAK
921	DC8	18:52		603	DC8	05:15	SAN
903	747	17:05		903	747	06:00	SDF
908	747	21:56		908	747	06:00	HNL
909	747	17:49		909	747	06:00	EWR
905	DC8	13:39		907	DC8	06:20	DSM
907	DC8	13:38		905	DC8	06:21	DSM
302	747	20:14		302	747	06:24	DFW
901	747	06:12		900	747	06:25	SDF
972	747	11:08		972	727	11:32	PDX
902	DC8	04:31		907	DC8	21:30	SDF
907	DC8	04:25		902	DC8	21:45	SDF
078	747	24:16		903	747	21:50	EWR
905	DC8	03:48		905	DC8	22:00	DFW
603	DC8	23:51		921	DC8	22:00	ORD
302	747	04:21		302	747	22:33	OAK
# FLIGHTS		22				22	

FLIGHT SCHEDULE: TYPICAL WEEK OF 1995 (PACIFIC DAYLIGHT TIME)

SATURDAY

ARRIVING			DEPARTING			
FLIGHT	A/C	TIME	FLIGHT	A/C	TIME	DEST
			871	757	24:43	DEN
077	DC8	24:03	077	DC8	01:11	OAK
			837	727	02:00	VGT
			992	DC8	02:00	BFI
973	DC8	24:03	973	DC8	02:00	PDX
			850	DC8	02:30	PHX
			901	747	02:30	OAK
			603	DC8	05:15	SAN
			908	747	06:00	HWL
901	747	06:12				
902	DC8	06:31				
907	DC8	06:25				
078	747	24:16				
905	DC8	05:48				
382	747	04:21				
# FLIGHTS		8			9	

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