

# China Hills area residents against airport

**By RICHARD BROOKS**  
**CHINO** — Local residents of a state park — not a jet port — in the Chino area, speakers told regional planners here Tuesday evening.

"We feel that this region has paid its dues with the Ontario airport and with the satellite airports such as Chino, Inland Empire Field and Calico," Ontario Mayor Bob Killwood said the planners.

Rather, speakers said, area residents favor development of a several-thousand-acre state park. Such a park already is being considered south of Senate Bill 277.

The comments were made at a two-hour public hearing on the proposed Chino Hills airport by the Southern California Association of Governments (S.C.A.G.) considering ways to expand the air traffic capacity of the six southern counties.

By 1985, growth forecasts indicate there will be an annual demand for at least 16 million jetliner seats — and a deficit of 10-30 million.

The biggest trouble area is Orange County, which planners say will generate almost one-quarter of the demand.

Currently five sites are under consideration. They are Camp Pendleton, Camp Municipal Airport, El Toro Marine Corps Station, the Chino Hills and the Los Angeles Long Beach Harbor area.

The Marine Corps already has said, "no" to Camp Pendleton and El Toro.

Final site selection should be made about the beginning of next year.

Construction of an airport at the Chino Hills would

require crews to move as much earth as was moved in the building of Panama Canal. And construction of an inland airport in the Los Angeles harbor is impractical and ecologically dangerous, according to critics.

Citizens and politicians from Chino and Ontario objected to the plan on the basis of noise and air pollution and the anticipated degradation of the Chino Hills rural atmosphere.

The city councils have taken formal stands against it.

Henry Weda, mayor of Yorba Linda and chairman of the meeting, told the 80-member audience their objections were expected. He summed up public comments made at 40 previous meetings as "build it somewhere else."

Personally, he said, he favors the offshore site, "because it's in nobody's backyard."

Studies have shown the harbor site would cost \$1.7

million, the most expensive of any of the candidates. But Weda questioned whether it's necessary the land be purchased over the long run.

"Who knows what the cost would be at the end of the legal wrangling over the other sites? That could go on for 10 years," he said.

After the 7:30 p.m. meeting, Weda said his constituents are opposed to the Chino site, too.

The main technical problems with the Chino site, he said, are air traffic conflicts with planes using Ontario International and Los Angeles International airports.

Further, it makes no sense to have two major airports — Ontario and either of the Chino sites — sitting back to back, he said.

Whatever sites are selected, the deciding factors will be ground access and air traffic restrictions, officials said.

# City planner quits, blames lack of standards

**Continued from Metro**  
 "no." Thus, I feel like a jettifer, not a jettifer.

Doug Potter, the planning commission's chairman, said he was surprised at Cole's letter and wished he had brought his concerns to the commission before.

Potter said he didn't know everything in the letter and wished he contained more specifics. He said he was "in a general."

Potter said he has seen more than 100 letters on the question of proposed developments, including those in the area around State Street and Edison. He said it appears to be much support for the stiffer development standards.

And Smith agreed that the city could improve its commercial area, first, by revising its land-use ordinance to establish minimum landscape requirements. Now, city planners encourage landscaping,

but there are no set standards, Cole said.

The city also ought to give some study to business to phase out tall, free-standing signs that give some street, especially Highland Avenue, a cluttered appearance.

"When you drive down Highland Avenue, it's not one sign that creates a mess," Cole said. "It's all of them."

Cole also noted design problems in housing tracts — grid street patterns that encourage speeders, concrete block walls that fence off areas and create unattractive "no man's lands," and sniveling setbacks from the street that create monotonous vistas through new tracts.

Instead, the city ought to require developers to vary the setbacks from the exterior. Both could be done without substantial added cost, Cole said.

Finally, the city's existing land-use ordinance allows for an architectural review committee, but it has never been created,

and he said that the city should have a design review committee. He said that the city should have a design review committee. He said that the city should have a design review committee.

Another frustration, he said, is the city's staffing of its planning department. It has five planners, fewer than in many comparable

cities, and that sometimes means a less-than-adequate review of development proposals. Cole said.

# Toxic leak . . .

**Continued from Metro**  
 Anaheim, told Caltrans officials he had taken over the load at Ash Fork, Ariz., and that the chemical was safe.

But the second barrel apparently began leaking shortly after the truck left Ash Fork and continued to drip the chemical until the truck stopped at a Cajon Pass weigh station.

"The second barrel was just about empty when they got it out of the truck," he said.

The driver parked his truck at the weigh station about 8 a.m. Monday, but was told to move down to the Chignon off-ramp about 8 a.m. when a California Highway Patrolman arrived to open the weigh station.

Both the weigh station and the off-ramp were closed most of the day. Pungent, sweet-smelling fumes from the chemical wafted over the off-ramp until late Monday while officials worked to remove the glutaraldehyde.

Non-emergency calls were called in to deal with the problem after the two men became ill. When it was determined that the chemical had been washed into the creek, the Forest Service sent two men to assess the damage to the stream campers out of the stream and two swimming holes there.

The two men returned to the area all Monday night, but were called off Thursday morning, Eaton said.

Samples of the stream water were taken Monday afternoon, but Eaton said the results would not be available for three to four days.

"But it is Southern California corporation that specializes in cleaning up chemical spills and there would be no problem with the water," Eaton said. "It's completely soluble in water, it mixes and breaks down. Fish and Game was not concerned. It was not covered." Union Carbide was not concerned.

Union Carbide manufactures the chemical.

Eaton said the Forest Service was notified by the driver and kept people out of the stream.

"Rather than take a chance we just decided to close the stream. We decided to be on the safe side," he said.

Eaton said dirt had been contaminated by the truck and was parked.

But Cole said he was not frustrated in his first year of work, "while I kind of sat and watched

and learned." But since then, he has decided that the majority here is not concerned over the problems he cited.

Another frustration, he said, is the city's staffing of its planning department. It has five planners, fewer than in many comparable cities, and that sometimes means a less-than-adequate review of development proposals. Cole said.

Smith and took a chair from around his neck, Smith said.

Smith said authorizing the two men returned 30 to 45 minutes later without Bealer.

Bealer's mother said the incident was "the first tragedy in our lives."

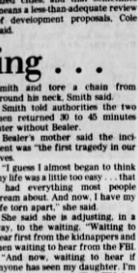
"I guess I almost began to think my life was a little too easy . . . that I had everything most people dream about. And now I have my life torn apart," she said.

She said she is adjusting, in a way, to the waiting. "Waiting to hear first from the kidnapers and then waiting to hear from the FBI. And now, waiting to hear if anyone has seen my daughter. I'm all cried out now. The FBI has made me aware that I shouldn't get my hopes too high."

"But I feel we are going to see Carolyn again. We know she's not capable of doing anything dishonest," she said.

Carolyn was graduated from Bloomington High School in 1972 and was born and raised in the Fontana area. She had two young sons, one born, one a few months ago.

The FBI is asking anyone who might know about the victim either to Los Angeles Thursday or near Dana Point Friday, to contact the FBI or Garden Grove police.



Carolyn Fox Bealer

# RTD

**Continued from Metro**  
 coming through San Bernardino with more than five or six passengers, and sometimes less. I can't say when there's that much of it," said Parla.

Dobble Sepulveda of Consumer Computer, San Bernardino, said a report that highway traffic had increased fivefold Monday morning.

"Maybe that was the Los Angeles office, but not here," she said. "We had about the same number of calls Monday, but they finally started to pick up today. Normally we have about five calls a day. Today we've probably had 20 or better by the end of the day."

The office's inquiries from San Bernardino and Riverside counties. Callers usually receive a "hand match" by mail in five or six days, and a computer match of potential car pool partners in two to three weeks, she said.

Sepulveda added, somewhat wistfully, that a power user called back to tell her that he had a car as a result of the inquiry.

"If you're not a power user, it makes you feel a lot better to know if people joining a car pool and how it works out, but you're not really an occasional call," she said.

But Cole said he was not frustrated in his first year of work, "while I kind of sat and watched

and learned." But since then, he has decided that the majority here is not concerned over the problems he cited.

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