THE CITY OF UPLAND

Historic Downtown Upland specific plan

SEPTEMBER 26, 2011

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Table of Contents

1. INTRODUCTION 1-1

A. Document Organization 1-1
B. Regional and Local Setting 1-2
C. History of Upland 1-4
D. Planning Process 1-6
E. Relationship to the Upland General Plan 1-9
F. How to Use this Specific Plan 1-9

2. EXISTING CONDITIONS 2-1

A. Land Use and Character 2-2
B. Circulation and Parking 2-9
C. Demographic and Economic Conditions 2-17

3. DOWNTOWN VISION 3-1

A. Downtown as a Whole 3-1
B. Downtown's Districts 3-5
C. Development Potential 3-15

4. GOALS, OBJECTIVES, POLICIES & ACTIONS 4-1

Goal 1 Protect and enhance Downtown Upland's small town and pedestrian-friendly character 4-1
Goal 2 Strengthen the historic character and cultural heritage of Downtown Upland 4-3
Goal 3 Ensure the economic vitality of Downtown 4-4
Goal 4 Expand housing opportunities in Downtown 4-6
Goal 5 Create open space and recreational opportunities in Downtown 4-7
Goal 6 Promote pedestrian and vehicular mobility and parking efficiency 4-8
Goal 7 Maximize the use of sustainable development practices in Downtown 4-10

5. DEVELOPMENT CODE 5-1

A. Purpose and General Provisions 5-1
1 Purpose and Intent 5-1
2 Applicability 5-1
3 Administration 5-2
4 Using this Chapter 5-2
B. Regulating Plan and Overlay Zones 5-4
C. Permitted and Conditionally Permitted Uses 5-8
D. District-Specific Development Standards 5-11

1 Euclid District 5-11
2 Old Town District 5-16
3 Arrow Highway District 5-21
4 Civic Center District 5-24
5 Pleasant View District 5-26
6 Multi-Family/Senior District 5-29
7 Citrus Transportation District 5-32
8 Residential Transit District 5-35
9 Olivedale District 5-39

E. Project-Specific Development Standards 5-42
1 Historic Preservation and Adaptive Reuse 5-42
2 Multi-Family Residential 5-44
3 Mixed-Use 5-48
4 Live/Work 5-49
5 Senior Housing 5-50
6 Second Dwelling Units 5-51

F. General Development Standards 5-52
1 Frontage Types 5-52
2 Fences and Walls 5-54
3 Corner Cut-off 5-56
4 Parking 5-57
5 Open Space 5-65
6 Landscaping 5-65
7 Lighting 5-65
8 Nonconforming Uses, Structures and Signs 5-67

G. Signs 5-71
a Purpose 5-71
b Signage Types Permitted 5-71
c General Standards 5-71
d Sign Area 5-72
e Sign Height 5-72
f Historical Signs 5-72
g Wall Signs 5-73
h Plaque Signs 5-73
i Window Signs 5-73
j Projecting Signs 5-73
k Awning and Canopy Signs 5-74
l Under-Canopy Signs 5-74
m Hanging Signs 5-74
n Marquee Signs 5-74
o Monument Signs 5-75
p Restaurant Menu Signs 5-75
q Tenant Directory Signs 5-76
r A-Frame Signs 5-76
s Temporary Signs 5-77
t Temporary Community or Civic Signs 5-77
u Murals 5-77

H. Definitions 5-78

6. DESIGN STANDARDS & GUIDELINES 6-1

A. Architectural Styles 6-4
- A.1 Craftsman 6-6
- A.2 Spanish 6-7
- A.3 Colonial Revival Style 6-9
- A.4 Art Deco/Moderne 6-10

B. General Design Standards and Guidelines 6-11

Site Design
- B.1 Building Placement and Orientation 6-11
- B.2 Site Access 6-13
- B.3 Connectivity 6-15
- B.4 Open Space 6-15
- B.5 Landscaping 6-16
- B.6 Fences and Walls 6-17
- B.7 Parking 6-17
- B.8 Sustainable Site Design 6-19

Building Design
- B.9 Architectural Character 6-19
- B.10 New Buildings Adjacent to Historic Buildings 6-20
- B.11 Massing and Articulation 6-21
- B.12 Facades/Frontages 6-21
- B.13 Ground Level Facades 6-22
- B.14 Entryways 6-23
- B.15 Windows and Doors 6-24
- B.16 Roofs 6-25
- B.17 Materials and Color 6-25
- B.18 Service Areas 6-26
- B.19 Signage 6-27
- B.20 Lighting 6-28
- B.21 Sustainable Building Design 6-30

C. Key Sites 6-31
- C.1 Key Gateways and Intersections 6-31
- C.2 Development along Commercial Alleys 6-33
- C.3 Development Abutting Pacific Electric Trail 6-33

D. Public Realm 6-34
- D.1 Pedestrian Realm – General 6-35
- D.2 Pedestrian Zone 6-37
- D.3 Public Amenity Zone 6-38
- D.4 Frontage Zone 6-39
- D.5 Street Furnishings and Amenities 6-40
- D.6 Landscape 6-46
- D.7 Public Art 6-51
- D.8 Public Spaces 6-52
- D.9 Vehicular Realm – General 6-55
- D.10 On-street Parking Standards 6-55
- D.11 Core Commercial Streets 6-58

D.12 A Street 6-60
D.13 Residential Streets 6-63
D.14 New Residential Streets 6-63
D.15 Peripheral Streets 6-64

7. CIRCULATION & PARKING 7-1
A. Proposed Street Network 7-1
B. Pedestrian and Bicycle Network 7-4
C. Transit System 7-9
D. Parking 7-11

8. PUBLIC UTILITIES & INFRASTRUCTURE
A. Water 8-1
B. Sewer 8-5
C. Storm Drainage 8-8

9. IMPLEMENTATION 9-1
A. General Implementation Provisions 9-1
B. Administration 9-4
C. High-Priority Implementation Items 9-11
D. Development and Redevelopment Strategies 9-17
E. Economic Development Strategies 9-21
F. Parking Monitoring and Strategies 9-24
G. Public Realm Improvement Strategies 9-25
H. Public Facilities and Infrastructure 9-29
I. Financing Strategies 9-30
J. Final Environmental Impact Report Mitigation Monitoring Program 9-38

A. APPENDIX A: UPDATED BUYING POWER ANALYSIS MEMORANDUM A-1

B. APPENDIX B: PROPERTIES IN SPECIFIC PLAN AREA B-1

C. APPENDIX C: HISTORIC PROPERTIES C-1

FIGURES:

Figure 1-1 **Location Map** 1-3
Figure 2-1 **Downtown Districts** 2-2
Figure 2-2 **Existing Land Uses** 2-3
Figure 2-3 **Existing Circulation Network** 2-10
Figure 2-4 **Existing On-Street Parking Utilization** 2-14
Figure 2-5 **Existing Off-Street Parking Utilization** 2-15
Figure 2-6 **Parking and Business Improvement District Zones** 2-17
Figure 2-7 **Downtown Geographies** 2-18
Figure 2-8 **Downtown Non-Residential Uses by Category, 2008** 2-23
Figure 2-9 **Downtown Service Uses by Type, 2008** 2-23
Figure 2-10 **Downtown Office Uses by Type, 2008** 2-23
Figure 2-11 **Total Sales in Downtown Upland by Year** 2-25
Figure 2-12 **Downtown Sales by Category, 1990, 2000 & 2007** 2-25
Figure 3-1 **Concept Plan** 3-3
Figure 3-2 **Euclid District: Visual Simulation** 3-6
Figure 3-3 **Old Town District: Visual Simulation** 3-8
Figure 3-4 **Citrus Transportation District: Visual Simulations** 3-13
Figure 5-1 **Downtown Districts** 5-4
Figure 5-2 **Historic Preservation Overlay Zone** 5-42
Figure 5-3 **Upland Parking and Business Improvement District** 5-58
Figure 6-1 **Key Sites** 6-32
Figure 6-2 **Street Typologies** 6-57
Figure 6-3 **Core Commercial Streets - Recommended Street Configuration** 6-59
Figure 6-4 **A Street - Recommended Street Configuration** 6-61
Figure 6-5 **New Residential Streets - Recommended Street Configuration** 6-64
Figure 6-6 **Peripheral Streets - Recommended Street Configuration** 6-65
Figure 7-1 **Street Network** 7-3
Figure 7-2 **Planned Pedestrian and Bicycle Facilities** 7-5
Figure 7-3 **Sidewalk Improvements and New Sidewalks** 7-7
Figure 7-4 **Transit Network** 7-10
Figure 7-5 **Parking Sub-Areas** 7-15
Figure 7-6 **Existing On-Street Parking** 7-17
Figure 7-7 **Future On-Street Parking** 7-17
Figure 7-8 **Angled Parking Cross-Section** 7-18
Figure 7-9 **Parking Priority Locations** 7-20
Figure 8-1 **Fire Flow Deficiency Locations for the Specific Plan Area** 8-3

Figure 8-2 **Historical Water Supply and Usage** 8-4
Figure 8-3 **Sewer Segments in Downtown Upland** 8-6
Figure 8-4 **Storm Drain Segments in Downtown Upland** 8-9
Figure 9-1 **City or Public Agency Owned Land** 9-18

TABLES:

Table 2-1 **Roadway Segment Level of Service Analysis** 2-12
Table 2-2 **Downtown Upland Demographic Summary (2008 Est.)** 2-19
Table 2-3 **Downtown Upland Housing (2008 Est.)** 2-20
Table 2-4 **Downtown Upland Income Distribution (2008 Est.)** 2-21
Table 2-5 **Downtown Upland Educational Attainment (2008 Est.)** 2-21
Table 2-6 **Parcel Sizes in the Old Town District, 2009** 2-22
Table 2-7 **Sidewalk Frontage in the Old Town District, 2009** 2-24
Table 3-1 **Estimated Specific Plan Buildout Range in Square Feet** 3-16
Table 5-1 **Permitted Land Uses** 5-9
Table 5-2 **Parking Requirements for Historic Downtown Upland** 5-57
Table 5-3 **Peak Parking Demand by Time of Day** 5-59
Table 6-1 **Commercial Core – Proposed Minimum Functional Zone Widths** 6-58
Table 6-2 **A Street - Proposed Minimum Functional Zone Widths** 6-61
Table 6-3 **Peripheral Streets - Proposed Minimum Functional Zone Widths** 6-66
Table 7-1 **Parking Supply and Demand** 7-12
Table 8-1 **Water Infrastructure Analysis Criteria** 8-1
Table 8-2 **Existing Fire Flow Deficiency Locations and Recommended Improvements** 8-2
Table 8-3 **Future (2030-2035) Fire Flow Deficiency Location and Recommended Improvements** 8-2
Table 8-4 **Existing and Projected Water Storage Capacity** 8-4
Table 8-5 **Sewer Analysis Criteria** 8-5
Table 8-6 **Sewer System Deficiencies under Existing Conditions** 8-5
Table 8-7 **Sewer System Deficiencies under Specific Plan Buildout** 8-7
Table 8-8 **Sewer System Performance with Mitigation Measures** 8-8
Table 8-9 **Recommended Storm Drainage Improvements** 8-11
Table 9-1 **Implementation Matrix** 9-13
Table 9-2 **Funding Matrix** 9-33

Introduction 1

Downtown Upland has been the subject of many planning and visioning efforts over the years. As long ago as 1964, the legendary planner Simon Eisner, author of ***The Urban Pattern***, created a plan for Downtown that recognized Upland's unique character and its potential to serve as the heart of the community for many generations to come. Since then, Downtown plans have built on the 1964 plan's vision, even as Downtown's role in the community and the regional economy has changed. Though Downtown Upland does not play the central role in providing the community with retail stores and community services that it once did, it is still highly valued by the community as a defining characteristic of Upland—the neighborhood that, along with the view of Mount Baldy and graceful Euclid Avenue, makes Upland what it is.

Businesses on 2nd Avenue in Downtown Upland.

The Historic Downtown Upland Specific Plan (Specific Plan) is the result of a community-driven planning process to revitalize and preserve the historic heart of Upland. This Specific Plan will be used by the City of Upland as a policy and regulatory tool to guide development in the Downtown. While the Upland General Plan provides broad development guidelines for the City, this Specific Plan provides detailed land use and design standards and guidelines for the Downtown.

View of Mount Baldy from Downtown Upland.

A. Document Organization

The Specific Plan is composed of the following chapters:

- **Chapter 1 (Introduction)** provides a brief overview of the setting and history of Downtown Upland followed by an overview of the planning process and a description of how the Specific Plan relates to the City's General Plan. A guide to using this Specific Plan is also provided at the end of the chapter.
- **Chapter 2 (Existing Conditions)** describes the existing land use, circulation and economic conditions in Downtown Upland and the existing characteristics of each of the nine Downtown districts.
- **Chapter 3 (Downtown Vision)** presents the consensus vision for Downtown Upland as a whole and the vision for each of the Downtown districts.
- **Chapter 4 (Goals, Objectives, Policies & Actions)** provides goals, objectives, policies and actions that will help to realize the vision for Downtown Upland.
- **Chapter 5 (Development Code)** contains the code regulating new development, redevelopment, and alterations and additions to existing buildings in the Specific Plan Area. This chapter includes district-specific and project-specific development standards, as well as general development standards for the entire Plan Area.

Scenic Euclid Avenue in Downtown Upland.

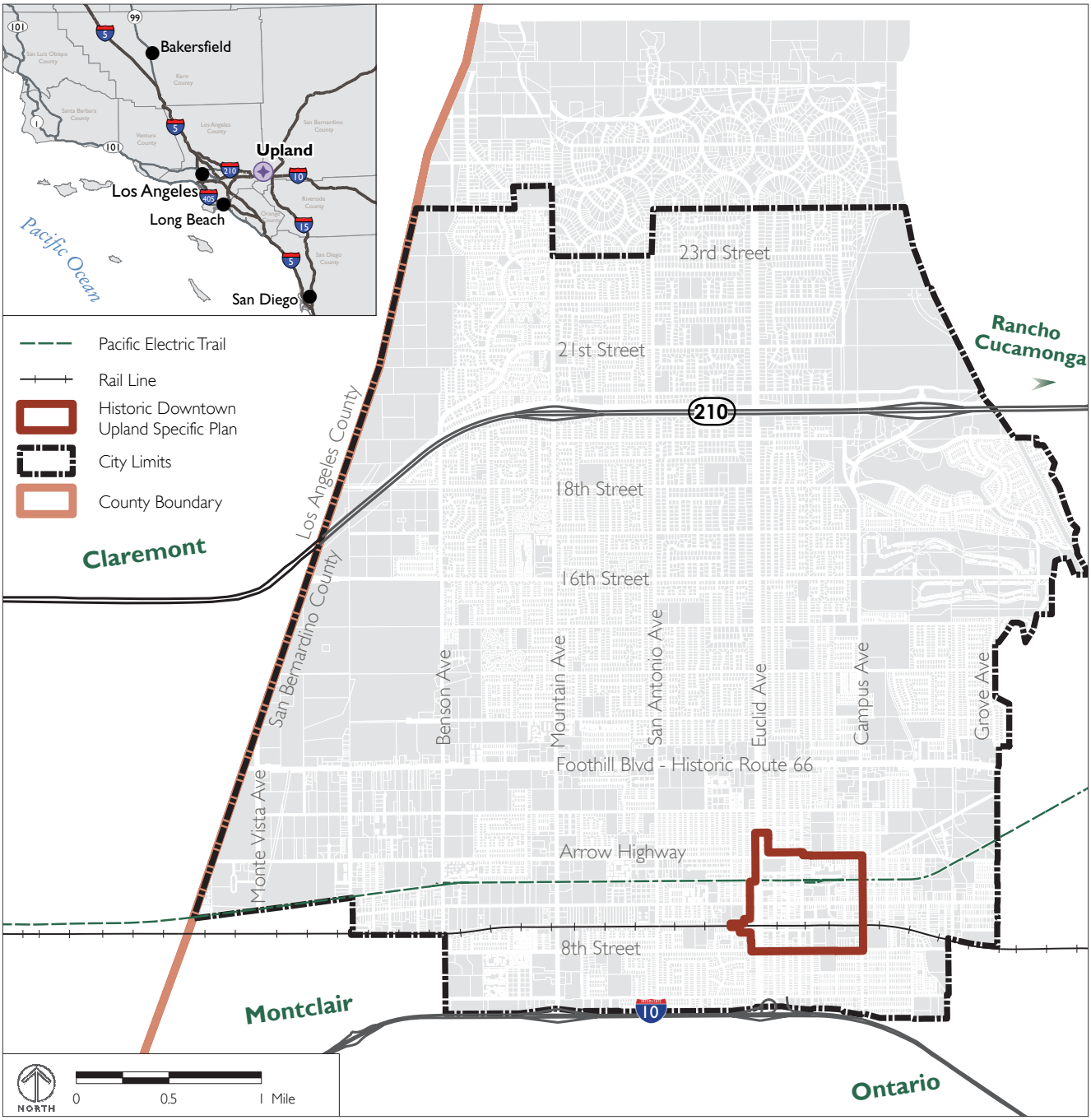
- **Chapter 6 (Design Standards & Guidelines)** contains the design standards and guidelines for development within the Plan Area, including specific design standards and guidelines for key sites in Downtown. Standards and guidelines are provided for both the public realm and the private realm.
- **Chapter 7 (Circulation & Parking Plan)** contains a plan for circulation and parking within the Specific Plan Area.
- **Chapter 8 (Public Utilities & Infrastructure)** covers the public utilities and infrastructure requirements of the Specific Plan.
- **Chapter 9 (Implementation Plan)** lays out the administrative and discretionary processes necessary to implement the Specific Plan, including implementation actions and financing strategies.

B. Regional and Local Setting

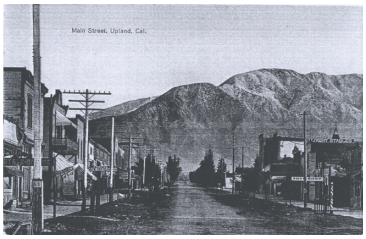
The City of Upland lies in the westernmost part of San Bernardino County, approximately 35 miles southeast of Los Angeles, at the base of the San Gabriel Mountains, as shown in Figure 1-1. Rancho Cucamonga lies to the east, La Verne and Claremont lie to the west, and Montclair and Ontario lie to the south. Upland is well-positioned in the Southern California region with access to the Metrolink commuter rail system, nearby Ontario International Airport and major Highways, such as Interstate 10, Interstate 210, Interstate 15 and California Highway 60. These mobility options enable many Upland residents to commute to employment centers in Los Angeles, San Bernardino, Riverside and Orange Counties.

The 210-acre Specific Plan Area (Plan Area) is located in the southern portion of the City. It is generally bounded by Arrow Highway in the north, 8th Street in the south, Campus Avenue in the east and Euclid Avenue in the west. The Plan Area boundary extends north of Arrow Highway along Euclid Avenue and slightly west of Euclid Avenue between 8th Street and Vernon Drive.

Figure 1-1 **Location Map**



C. History of Upland



Historic view of Mount Baldy from Downtown Upland.

Development in the City of Upland began in 1882 with the arrival of Canadian brothers George and W.B. Chaffey, who acquired land and planned an agricultural community consisting of 10-acre lots. Shortly thereafter, the Chaffey's sold the land to the Ontario Land & Improvement Company of Los Angeles, which named the area North Ontario. In 1887, with the arrival of the Santa Fe Railroad, surveying and development began in Downtown and nearby areas.

The other force shaping the development of the Downtown commercial center was the growth of the citrus industry. Although the climate and soil in the region were ideal for growing all types of crops, citrus was extremely valuable during this time and became the dominant crop.[1]

Sunkist Packing House in Downtown Upland.

The early Downtown was dominated by citrus-related buildings and small Victorian-style homes around the edges. Downtown also provided all of the goods and services needed in the small community, and served as a community gathering place. As the community grew, the decision was made to separate from Ontario and the City of Upland was incorporated on May 15, 1906. Upland was named after the largest packing house in town, which belonged to the Upland Lemon Growers Association. The citrus industry expanded throughout the 1920s and 1930s, leading to the construction of larger, modern packing houses for the various growers associations. Five of these second-generation packing houses remain in Upland to this day.[2]

Aerial view of Euclid Avenue and Upland in 1948.

Although Upland has a rich agricultural heritage, pressure from the post World War II real estate boom changed the direction of land use in the City. Citrus groves were sold and developed into residential neighborhoods, transitioning the City into a primarily residential and commercial community. Downtown Upland has endured throughout these changes, due in large part to the attention paid to this area since the 1960s, when the Precise Plan for the Upland Town Center was prepared. The community recognized the value of having a unique, historic downtown, and used this document to encourage storefront enhancements, improvements to landscaping, and to create a design "guide" for each block in the core area.[3]

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[1] City of Upland Planning Department, 1991, Upland Town Center: Guidelines for the Future, pages 1-3.

[2] Upland Heritage Historical Preservation Society, 1998, "Taking a closer look at Upland's rich history," Upland Heritage Bulletin. http://www.uplandheritage.org/Export19.htm.

[3] Eisner-Stewart and Associates, Precise Plan for the Upland Town Center, 1964, pages 39 to 48.

Thirty years later, the City revisited the guidelines for Downtown and made recommendations for the future. Priorities identified in the 1991 Upland Town Center Guidelines for the Future included changing the parking layout along 2nd Avenue, upgrading the alleys, improving landscaping and street lighting, reusing historic buildings for commercial uses, expanding housing opportunities, and improving circulation and parking. The Upland Main Street program was established to help rejuvenate the existing businesses and attract new uses to Downtown.[4] Many of these same issues and opportunities exist in Downtown Upland today, and this Specific Plan builds upon the area's rich history to address these issues with current strategies for the future.

Downtown Upland and Mount Baldy in the 1960s.

[4] City of Upland Planning Department, 1991, Upland Town Center: Guidelines for the Future, pages 22-26, 39.

D. Planning Process

The Specific Plan process began in late 2008 with a series of stakeholder interviews, workshops and meetings. Public workshops drew as many as 60 people, including property owners, business owners, longtime residents and new residents who recently moved to Downtown Upland to enjoy the convenience and lively activity of Downtown. At these public workshops, and in subsequent study sessions with the Planning Commission and the City Council, there was a high degree of consensus on what Downtown Upland should be and how the community should proceed toward achieving that goal.

The desires expressed by the community included retaining the small-town character, protecting and nurturing its neighborhoods, and increasing the population living, working and visiting Downtown to create a vibrant, pedestrian-oriented area. These community-generated ideas were incorporated into the vision for Downtown Upland that is described in detail in Chapter 3.

Following is a description of each of the outreach activities that helped to create the Specific Plan, including a summary of the comments received from the community at these events.

1. Stakeholder Interviews

Early in the Specific Plan process, interviews were conducted with various stakeholders from the community, including City officials, civic leaders, developers, brokers, and property and business owners. The purpose of the stakeholder interviews was to gather information and insights about what types of land uses should be considered, and the appropriate location, height and scale of the land uses. The stakeholders also identified land uses and features of Downtown that should be preserved or enhanced.

Most stakeholders had similar responses in regards to the types of uses, building densities, transportation and parking, development opportunities, and concerns about the Downtown area. The land uses found to be most desired by the stakeholders include restaurants, entertainment uses, a grocery store and a bookstore. Additional residential units in the core area were identified as a way to support the additional retail development and the Metrolink rail station. The packing houses were identified by the stakeholders as potential locations for Downtown entertainment uses and restaurants.

Similar to the findings of the existing circulation conditions described in Chapter 2, the stakeholders expressed concerns about the impacts of overflow from the Metrolink parking lot on Downtown parking; however there were mixed feelings about the actual parking supply and demand throughout Downtown. Other concerns expressed by the stakeholders involved preserving the historic character and appearance of Downtown and bringing in an anchor tenant to draw visitors to the area.

2. Community Workshops

Two community workshops were held in Upland that encouraged public participation in the Specific Plan process. The first workshop was held in November 2008, to kickoff the preparation of the Specific Plan and to gather information and insights from the community regarding the types of land uses that should be considered in the Plan Area, and the appropriate location, height and scale of these land uses. The workshop consisted of an interactive exercise where participants placed game chips representing various land uses at different building heights onto a map of Downtown Upland.

Participation in Public Workshop #1.

The second workshop was held in May 2009, to present the community with three land use alternatives for Downtown Upland. The alternatives were prepared based on the feedback received from the community at the kickoff workshop in November 2008. The workshop began with a presentation reviewing the Specific Plan process, a discussion about what makes a downtown successful, a presentation of the three land use alternatives and the criteria used to develop them. Following the presentation, the participants took part in an interactive exercise to select a preferred alternative. The participants were given a large map of the recommended preferred alternative, and were asked to confirm or modify the proposed location of new land uses, scale and image of building types, and new circulation routes and open space areas. The feedback provided by the public at these workshops was considered in the development and refinement of the preferred land use concept for this Specific Plan.

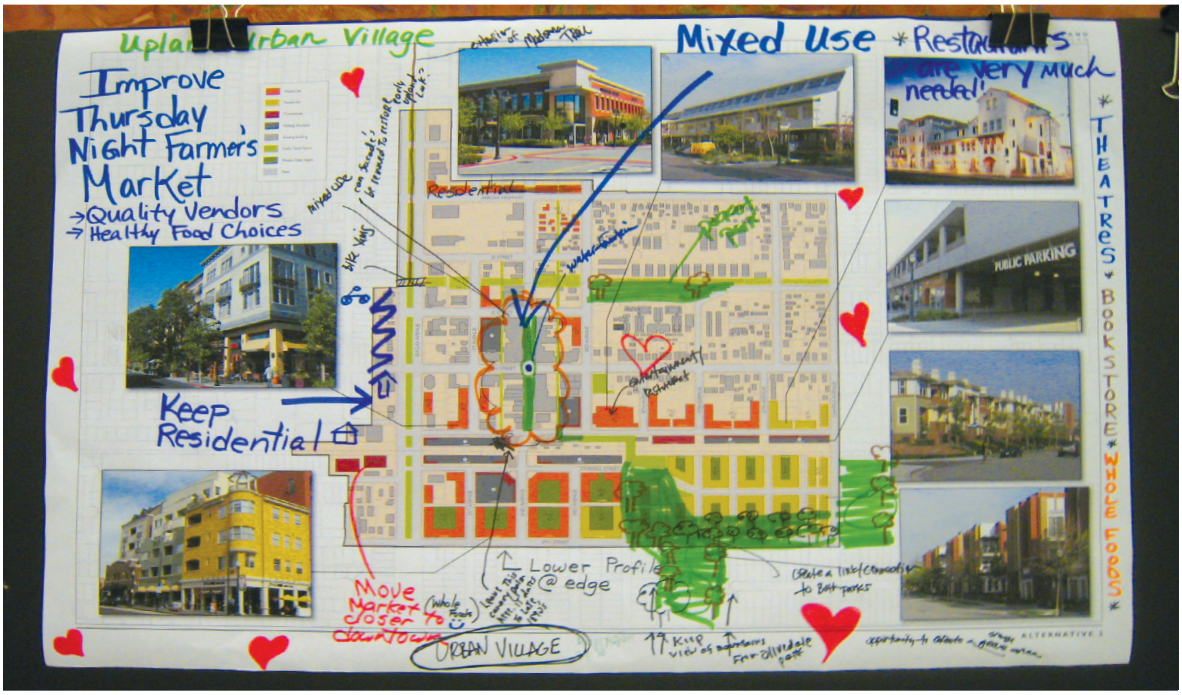
Participation in Public Workshop #2.

3. Policy Committee Meetings

The City organized a Policy Committee made up of representatives from City departments to provide guidance throughout the development of the Specific Plan. The Policy Committee met to review progress and to offer feedback on the direction of the Specific Plan. During the meeting held in February 2009, the Policy Committee offered informative direction for an approach to land use and density alternatives in each of the nine Downtown districts.

4. Planning Commission and City Council Joint Study Sessions

The Planning Commission and City Council participated in two joint study sessions to review progress and provide recommendations for the direction of the Specific Plan. The first meeting, held in February 2009, focused on the development of land use alternatives for Downtown Upland. During the second meeting, held in July 2009, the Planning Commission and City Council were presented with three land use alternatives for Downtown Upland and provided direction on the preferred land use alternative to be used in the Specific Plan.



Public comments on a Downtown land use map.

E. Relationship to the Upland General Plan

A Specific Plan effectively establishes a link between the implementing policies of the General Plan and the individual development proposals in a defined area. To ensure consistency between the Historic Downtown Upland Specific Plan and the Upland General Plan, the General Plan will be amended alongside the adoption of this Specific Plan to include a Historic Downtown Upland Specific Plan land use designation to replace the existing General Plan land use designations for the Plan Area.

F. How to Use this Specific Plan

The Historic Downtown Upland Specific Plan is designed to be used by residents, business owners, property owners, developers, designers, City staff and appointed and elected officials involved in the review of proposed development projects. The following steps are provided to guide users through the process of using this Specific Plan for development review.

Step 1: Review Chapter 3 - Downtown Vision

Review Chapter 3 to understand the vision for Downtown Upland and the vision for the district in which the proposed project is located. The project should meet the intent of the Specific Plan as described in this chapter, and help achieve the community's vision.

Step 2: Review Chapter 4 - Goals, Objectives, Policies and Actions

Review Chapter 4 to ensure that the proposed project is consistent with the overall goals, objectives and policies for the Specific Plan Area.

Step 3: Review Chapter 5 - Development Code

Review Chapter 5 to ensure that the proposed project complies with the Specific Plan development standards, including district-specific, project-specific, and general development standards. Some standards may refer to the Upland Zoning Code (Upland Municipal Code Title 17) for additional requirements.

Step 4: Review Chapter 6 - Design Standards & Guidelines

Review Chapter 6 to ensure that the proposed project is designed according to the design standards and guidelines in this chapter, including district-wide building and site design, key sites, and public realm design standards and guidelines.

Step 5: Review Chapter 9 - Implementation Plan

Review Chapter 9 to understand the process of implementing the Specific Plan and the priorities for development in Downtown.

Existing Conditions 2

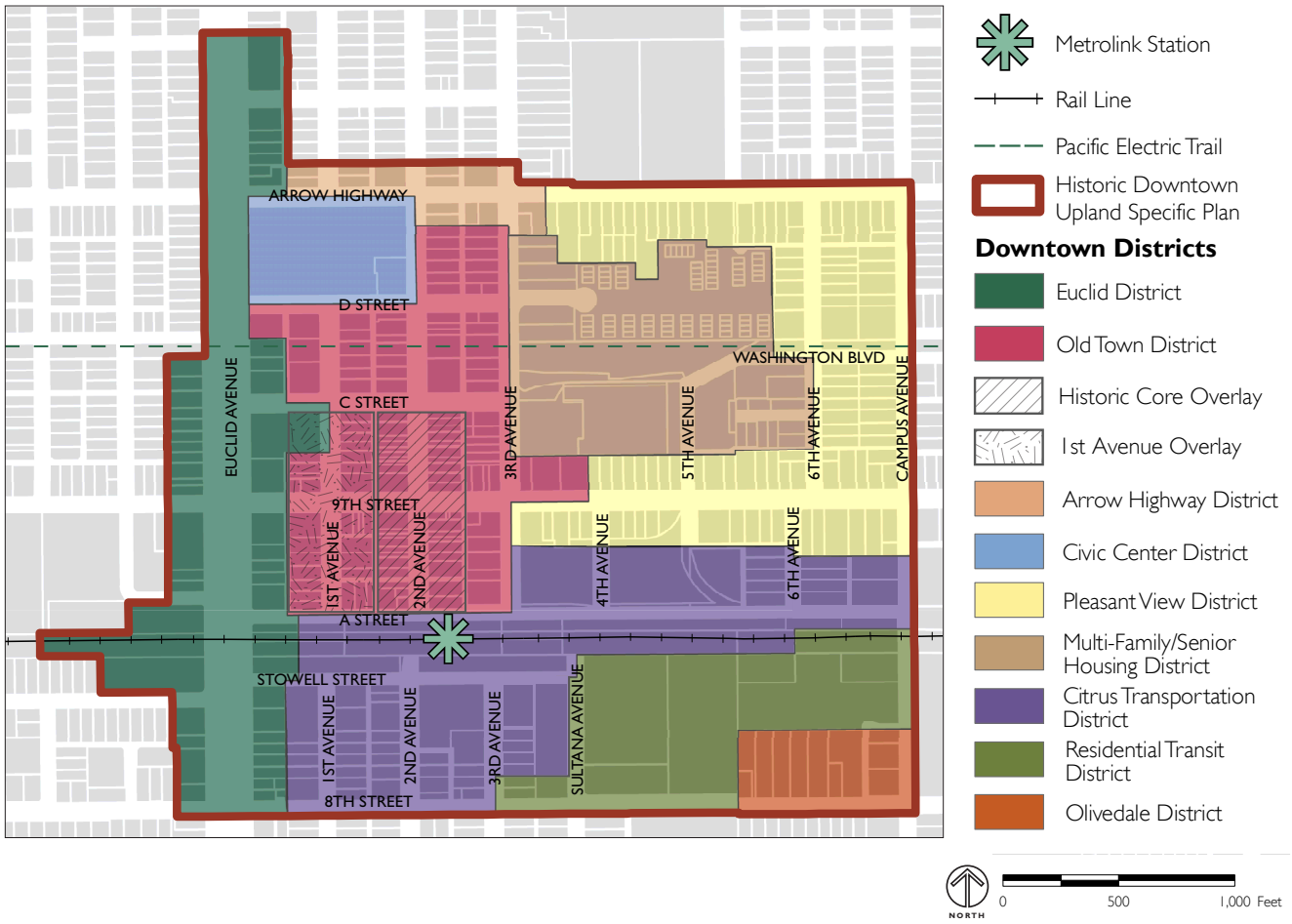
Downtown gateway sign on 9th Street.

The Historic Downtown Upland Specific Plan encompasses 210 acres of land both north and south of the Metrolink tracks, and it includes far more than the Old Town commercial area that comprises the heart of Downtown Upland. The Specific Plan Area (Plan Area) includes several distinct districts that have different characteristics, perform different functions and vary in their development potential. Shopping is concentrated in the Old Town commercial area; civic uses are concentrated near the Civic Center; and several streets on the east side of the Downtown (typically known collectively as the Pleasant View neighborhood) are characterized mostly by historic homes.

Because all these areas are so different, this Specific Plan formally divides the Downtown into nine different districts, shown in Figure 2-1 and described below. These districts form the framework not only for this chapter, but also for the entire Specific Plan itself, including the development standards and design standards and guidelines. For example, each district will have a different set of development standards uniquely suited to that district. In this way, the Specific Plan seeks to reinforce and strengthen the role of each district in fulfilling the overall vision for Downtown.

In order to gain a better understanding of the existing conditions, existing City documents were reviewed and a detailed site analysis was completed of Downtown Upland. This chapter presents the existing land use, mobility and economic conditions found in Downtown Upland today, and the existing characteristics of each of the Downtown districts.

Figure 2-1 **Downtown Districts**

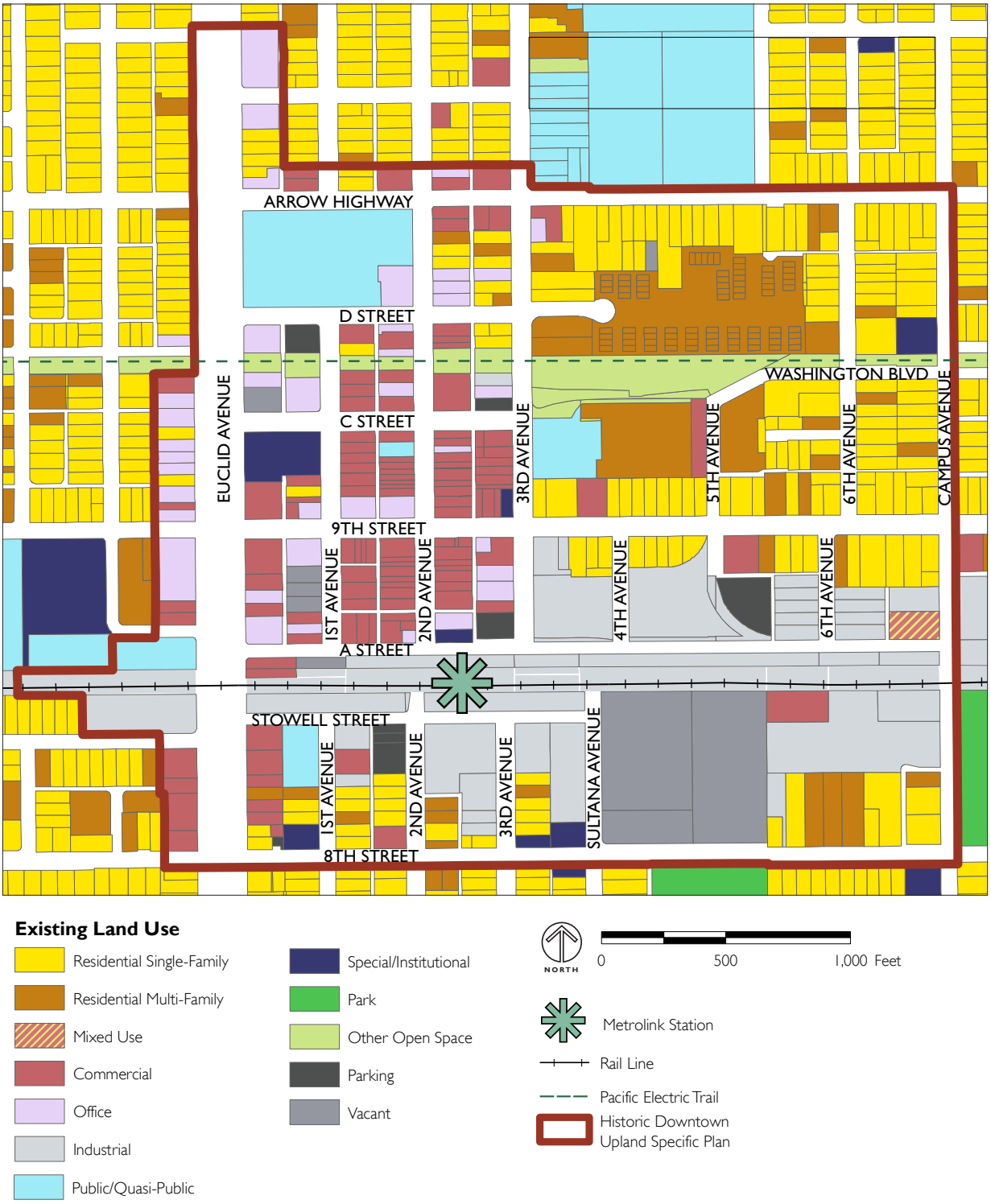


A. Land Use and Character

The land uses currently found in Downtown Upland include commercial, office, institutional (City Hall, school district offices, police and fire stations, and churches), multi- and single-family residential, and parking. Downtown also has some vacant and underutilized parcels, some of which are publicly owned, that offer room for new development. These uses are spread throughout Downtown; however, certain land uses are clustered in specific parts of the Plan Area as shown in the Existing Land Use Map in Figure 2-2. The distribution of these land uses is described below under each district.

The character of Downtown Upland is shaped in part by the variety of architectural styles found there. These styles include Craftsman, Ranch, Spanish, Colonial Revival, Gothic Revival, Classical Revival, Art Deco/Moderne, Contemporary, Industrial and Modern. Some districts, such as the Pleasant View District, exhibit a relatively high degree of stylistic uniformity, and as such has been designated an historic district in the

Figure 2-2 **Existing Land Uses**



City. Others, such as Old Town, have an attractive mix of these styles where contiguous buildings and the detail and articulation of storefronts and facades help establish the character of the district. Still other districts, such as the Residential Transit District, have undergone substantial modifications throughout the years leaving the district without a defined character and identity. The types of architectural styles represented in each district are described below.

Modern commercial building in the Euclid District.

Colonial Revival style single-family home in the Euclid District.

1. Euclid District

This district runs along Euclid Avenue throughout the Plan Area, excluding parcels within the Civic Center District. Euclid Avenue is a 200 foot-wide corridor that is listed on both the National Register of Historic Properties and the State List of Historic Sites. The large stately buildings, beautiful trees and landscaped median each contribute to making this corridor one of the most scenic in southern California. The west side of Euclid Avenue is primarily made-up of one- to two-story offices and single-family homes, many of them historic, while buildings on the east side are generally taller and contain commercial, office and industrial uses. South of the railroad tracks, the uses become less consistent, with some industrial buildings and vacant lots. The architectural styles found in the Euclid District vary by land use and reflect the historic character of the boulevard. Residential buildings are characterized as Craftsman, Ranch, Spanish, Colonial Revival and Classical Revival; commercial buildings are typically Contemporary and Modern, while the religious buildings are built in the Gothic Revival and Spanish period styles.

Euclid Avenue serves as a primary gateway into Upland and the Downtown. A new "over street" sign crosses over 9th Street near Euclid, welcoming visitors into Downtown. Additional improvements are needed at the intersections with C Street, 9th Street, A Street and Stowell Street to enhance visibility into Downtown and create more prominent gateways. Additionally, the Pacific Electric Trail currently lacks a direct crossing at Euclid Avenue so pedestrians and bicyclists must cross at D Street or C Street in order to continue on the path.

The gazebo at 2nd Avenue and 9th Street in the Old Town District.

2. Old Town District

The historic core and social heart of Upland, this district extends from A Street in the south to the Civic Center and Arrow Highway districts in the north. The district begins east of Euclid Avenue and extends to 3rd Avenue, including three parcels east of 3rd Avenue. The existing uses here include commercial, office, institutional, parking, vacant lots and some residential. The intersection of 2nd Avenue and 9th Street marks the center of the historic core of Old Town with a small roundabout and gazebo, surrounded by one- to two-story commercial buildings. This part of Old Town is often the site of public events such as the weekly Farmer's Market and holiday fairs. Although the historic core has long been a popular destination during the day, the addition of new restaurants and activities has helped to create a lively atmosphere into the evening.

Surrounding the historic core, the character of Old Town changes from retail-oriented to office and related uses in buildings up to four stories tall. The architectural styles found in the Old Town District include Modern and Craftsman for residential buildings, and Modern, Contemporary, Spanish, Colonial Revival, and Art/Deco Moderne for commercial buildings. The Old Town District is home to some of the City's most notable historic buildings such as the Grove Theater and the Cooper Regional History Museum. There are also a number of sites, including surface parking lots and vacant lots that are not being fully utilized and have the potential to be developed into mixed-use or commercial developments that would help increase the level of activity within this area. This district also has continuous alleys that run north-south and provide vehicular access to parking lots at the rear of businesses. These alleys are currently paved with asphalt and lack landscaping and other amenities; however, they offer a tremendous opportunity to be improved to enhance pedestrian and bicycle circulation Downtown.

Art Deco/Moderne Scheu Buildling in the Old Town District.

3. Arrow Highway District

This is the smallest district in Downtown Upland, composed of parcels along Arrow Highway from east of Euclid Avenue to just past 3rd Avenue. Arrow Highway is a high-traffic arterial that forms the northern boundary of Downtown Upland. Directly adjacent to this district are single-family homes to the north and east, and the Civic Center to the south. Existing land uses include commercial, office and residential. Some buildings in this district face onto Arrow Highway while others face internal residential streets. Homes in this district are built primarily in the Craftsman styles, while commercial buildings are mostly Modern in design.

Existing buildings in the Arrow Highway District.

Existing alley in the Arrow Highway District.

Several parcels within this district are underutilized in terms of their development potential and have the opportunity to be redeveloped into new uses. However, new development in this district is faced with the challenge of small parcel sizes, a high level of traffic on Arrow Highway and adjacent residential uses that needs to be protected and buffered from incompatible uses. The streetscape along this corridor is also in need of improvement, including enhanced street trees and landscaping.

4. Civic Center District

This district extends from Euclid Avenue to 2nd Avenue between Arrow Highway and D Street. This is the civic and governmental heart of Upland, home to the architecturally distinguished Upland Civic Center—an important historic building in the City and a key gateway into Downtown. Other uses include the Fire Station Headquarters, the Upland Library and the Carnegie Cultural Center. The Historic Fire Station, which was renovated in 2010, is also located in this district along with former City Hall building (now the Scheu Manufacturing Company headquarters). The buildings within the Civic Center District are characterized as Modern, Art Deco/Moderne and Classical Revival.

The Upland Civic Center in the Civic Center District.

The Classical Revival style Carnegie Library in the Civic Center District.

5. Pleasant View District

This historic single-family residential neighborhood surrounds the Multi-Family/Senior District between Arrow Highway and the packing houses south of 9th Street. Many of the homes within this district were built during the first half of the 20th century, with a mix of Craftsman, Ranch, Colonial Revival and Spanish style homes, many of which are well-preserved to this day. Religious buildings in this district are designed in the Gothic Revival style. The homes along 9th Street are currently adjacent to vacant and underutilized packing houses and other industrial buildings. As these sites redevelop, it will be important to provide adequate buffers to soften the transition between the new uses and the existing residential uses.

Craftsman style single-family home in the Pleasant View District.

Street view of the Pleasant View District.

6. Multi-Family/Senior District

Surrounded by Pleasant View and Old Town, this district includes multi-family housing, senior housing and the George M. Gibson Senior Center. Most of the buildings are two-story, multi-family developments built in the past 30 years with Ranch and Contemporary style architecture. Little is expected to change in this district; however, there are some underutilized sites that offer room for new development. The Senior Center also has plans to expand and add more senior housing units. Although located adjacent to the Old Town District, this district lacks connectivity both within and between other districts. Landscaping and access improvements are also needed along the Pacific Electric Trail to serve as a better amenity for residents within this district.

Contemporary multi-family homes in the Multi-Family/Senior District.

The George M. Gibson Senior Center in the Multi-Family/Senior District.

7. Citrus Transportation District

This district extends along the Metrolink train tracks from the Euclid District to the Residential Transit District. The existing uses in this area include a transitional mix of industrial, commercial, and single- and multi-family residential. Architectural styles in this district include Contemporary, Industrial, Spanish and Art Deco for commercial buildings, and Craftsman, Ranch and Colonial Revival for residential buildings. There are also a number of vacant and underutilized properties, including publicly owned parking lots that are well-suited to large-scale development and transit-oriented development, due to their size and proximity to the Metrolink Station.

Historic packing house in the Citrus Transportation District.

The City of Upland has been actively involved in public improvements in this district that have contributed to the positive revitalization of Downtown. Of note is the old Santa Fe Depot Building situated to the west of the Upland Lemon Growers building, which has undergone interior and exterior improvements and currently has two successful tenants which complement the Downtown. Additional public improvements are needed in this area, including new sidewalks, street trees and landscaping that will help to create a continuous streetscape throughout Downtown. Just north of this district are single-family homes in the Pleasant View District that will require adequate buffers and transitions as redevelopment takes place in this area.

The renovated Upland Lemon Growers Art Deco/Moderne style building.

8. Residential Transit District

Located south of the Pleasant View District and east of the Citrus Transportation District, this district currently consists of single- and multi-family residential uses, neighborhood commercial uses, a U-Haul industrial yard and large vacant lots on either side of the Metrolink tracks. Residential buildings in this district are characterized as Craftsman, Ranch and Colonial Revival. The commercial buildings tend to be Contemporary and Industrial in style. Pedestrian connectivity in this district is restricted by large blocks, missing sidewalks, limited landscaping and the lack of a crossing over the tracks between Campus Avenue and 2nd Avenue. However, the vacant lots south of the tracks provide the greatest opportunity in Downtown for new large-scale high-density residential development projects, an extension of the Downtown street grid, and new and improved streetscape.

Colonial Revival style home in the Residential Transit District.

View of vacant land in the Residential Transit District.

Ranch style homes in the Olivedale District.

9. Olivedale District

This district is located in the southeast corner of Downtown Upland and currently contains single- and multi-family housing. The architecture in this district is characterized as Ranch. The Upland Four Square Church, Olivedale Park and a single-family residential neighborhood are located immediately south of the Olivedale District. There is an overall lack of connectivity in this part of the City and additionally, the Metrolink tracks act as a barrier between Olivedale and the other Downtown districts. The potential for new street connections in the Residential Transit District will also benefit the residents in Olivedale by improving access to the rest of Downtown. This district could support higher density residential development that would provide a transition between the higher-density Residential Transit District and the single-family neighborhoods to the south and east.

B. Circulation and Parking

The circulation network within the Plan Area includes roadways, bus lines, rail lines, bicycle and pedestrian facilities, and parking. These systems are described in detail below.

1. Roadway System

Downtown Upland's street pattern is primarily a traditional grid system, with east-west streets spaced at approximately one-quarter mile intervals and north-south streets at approximately one-half mile intervals. Traffic signals are only present at major intersections along Euclid Avenue and Arrow Highway, while all other intersections within the Plan Area are controlled by stop signs. The following intersections are signalized:

- 8th Street and Euclid Avenue
- 9th Street and Euclid Avenue
- Arrow Highway and Euclid Avenue
- Arrow Highway and 2nd Avenue
- Arrow Highway and 3rd Avenue
- Arrow Highway and Campus Avenue

The roadway system includes a range of facility types including major arterials, secondary arterials, collector streets and local streets as described below and shown in Figure 2-3.

a. Arterials

Arterials are designed to move large volumes of traffic and provide a high level of mobility between major residential, employment and activity centers. They are also intended to move traffic between freeways and local/collector roads. They are intended not just for motor vehicle circulation, but also for bicycle and pedestrian circulation. Arterials range between four- and six- travel lanes.

◇ **Euclid Avenue** (State Route 83) is a major arterial roadway that extends north-south in Upland as well as in the adjacent City of Ontario. It has a right-of-way width of 200 feet with a landscaped median island. It forms a 'couplet system' with travel restricted to only one direction in each leg of the couplet. There are six traffic lanes in the Plan Area, with a posted speed limit of 45 miles per hour.

◇ **Arrow Highway** is a two-lane undivided roadway in Downtown Upland, and functions as a secondary arterial with a speed limit of 35 miles per hour. It extends east-west through Upland.

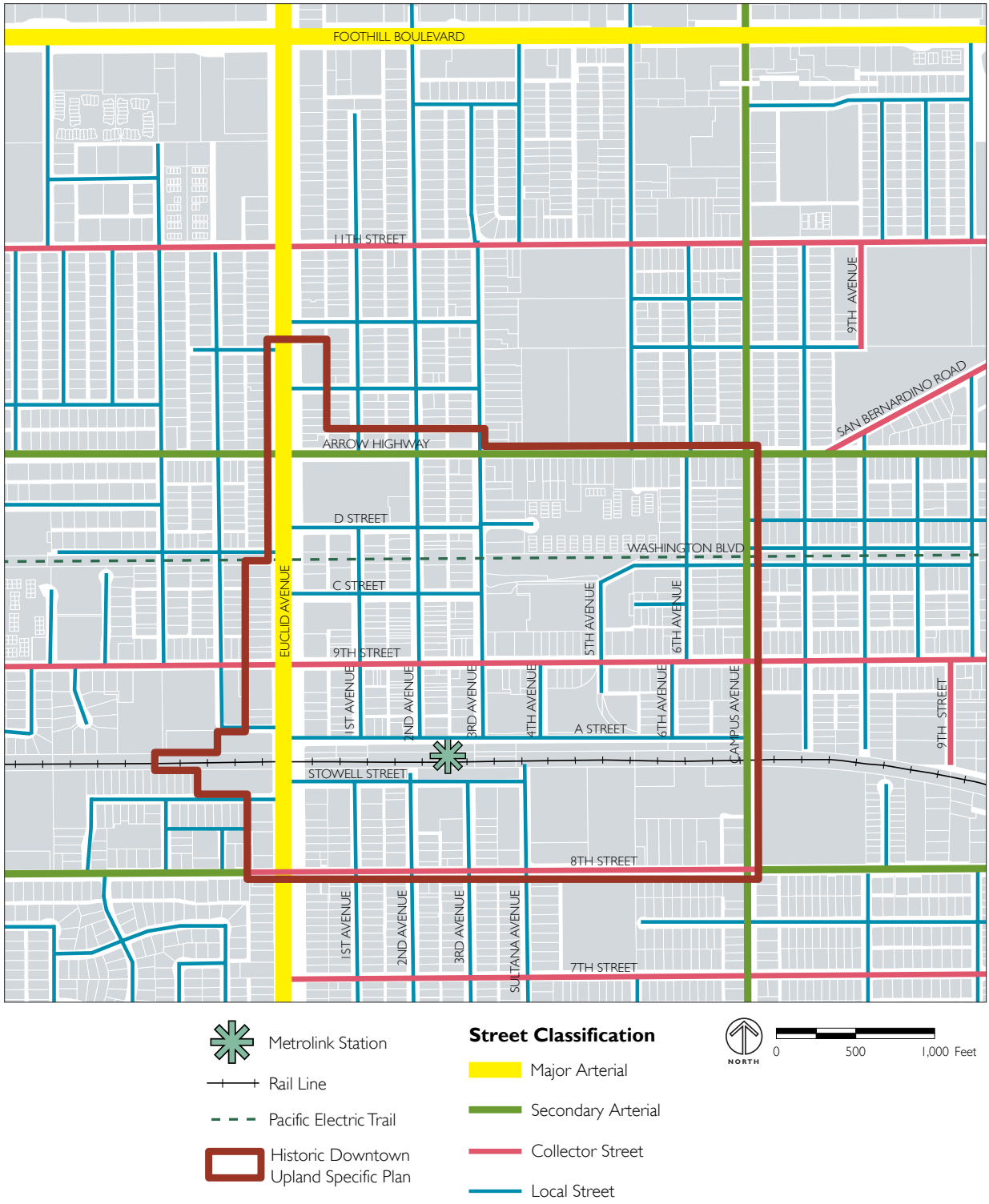
◇ **Campus Avenue** is a secondary arterial with a speed limit of 35 miles per hour. This north-south roadway extends from the south City limits to 24th Street. In Downtown, Campus Avenue is a two-lane undivided roadway.

Euclid Avenue in Downtown.

Arrow Highway in Downtown.

Campus Avenue in Downtown.

Figure 2-3 **Existing Circulation Network**



b. Collectors

Collectors are intended to "collect" traffic from local roadways and carry it to roadways higher in the street classification hierarchy. These roadways serve as intermediaries between arterials and local roads and provide direct access to parcels in both residential and non-residential areas. These roadways typically have one lane of traffic in each direction and can carry a maximum of up to 10,000 vehicles on a daily basis.

- **8th Street** is a collector street in Downtown Upland and a secondary arterial in other parts of Upland. The roadway extends east-west from Benson Avenue to the east City limits. 8th Street is a two-lane roadway with a speed limit of 35 miles per hour within Downtown.
- **9th Street** is a collector road that extends from Central Avenue to the east City limits. It is a two lane roadway, and between 1st Avenue and 3rd Avenue has angled parking in the median.

8th Street in Downtown.

9th Street in Downtown.

c. Local streets

Local streets are intended to serve adjacent properties and should enhance community livability. These roadways provide direct access to properties and connect to collectors and secondary arterials. They carry limited through traffic. Speed limits on local roadways normally do not exceed 25 miles per hour. Through traffic is discouraged on these facilities as they are generally designed to carry fewer than 2,000 vehicles per day.

Local street in Downtown.

d. Alleys

Alleys are narrow lanes intended to provide access between properties and to driveways and loading areas. Alleys require narrower right-of-ways, and are not intended to be used as a traditional street, but rather for loading and unloading, as well as pedestrian connectivity. Alleys can also be used as pedestrian-only access points. Alleys are a new designation for street cross-sections in the City.

Alley in Downtown.

All roadways in Downtown currently operate at a satisfactory level of service, as shown in Table 2-1 below. Roadway level of service (LOS) is a measure of roadway congestion ranging from LOS A (least congested) to LOS F (most congested) and is calculated by dividing roadway traffic volumes by the roadway capacity. The City of Upland currently considers LOS D as the lowest acceptable level of service.

Table 2-1 **Roadway Segment Level of Service Analysis**

Segment	LOS D Threshold	Average Daily Trips	Exceeds LOS D
Euclid Avenue (Major Arterial)			
7th Street to 8th Street	52,800	38,264	No
8th Street to Arrow Highway	52,800	38,366	No
Campus Ave (Secondary Arterial)			
7th Street to 8th Street	26,400	8,338	No
8th Street to Arrow Highway	26,400	10,187	No
Arrow Highway to Foothill Blvd	26,400	13,609	No
8th Street (Collector)			
San Antonio Ave to Euclid Ave	13,200	7,991	No
Euclid Ave to Campus Ave	13,200	6,830	No
Arrow Route/Arrow Highway (Secondary Arterial)			
San Antonio Ave to Euclid Ave	26,400	10,271	No

Source: Fehr & Peers, 2009.

Omnitrans bus stop on Euclid Avenue.

2. Rail and Bus

In addition to automobiles, the Downtown circulation system also relies on the Metrolink commuter rail and Omnitrans bus line. The Upland Metrolink Train Station, located within the Citrus Transportation District, began operation in 1992 and has become an important link between Upland and the rest of the region. Although the station is within walking distance of bus stops on Euclid and Campus Avenues, the lack of a transfer facility to connect the two transit systems causes most Metrolink users to drive to and from the station.

The Omnitrans bus service serves Downtown with three bus lines that have stops within the Plan Area. The bus stops are located on Euclid Avenue (Line 83 Upland-Euclid-Chino), Arrow Highway (Line 68 Chino-Montclair-Chaffey College), and North Campus Avenue (Line 63 Chino-Ontario-Upland), and typically have clear signage and seating;

however most do not have any form of shelter for waiting passengers. According to some stakeholders, the closest bus routes do not adequately serve Downtown due to the distance from the Old Town District and the Metrolink station. The closest bus stops to the Metrolink Station are at Euclid Avenue and 8th Street and Campus Avenue and 8th Street. There are no transit stops at the Metrolink station because the grade change from Euclid Avenue to A Street and the turning radius on A Street do not accommodate large buses.

Metrolink train at the Upland station.

3. Pedestrian and Bicycle Facilities

Downtown Upland is generally friendly to pedestrians and bicyclists. Sidewalks are in good condition throughout Downtown with the exception of areas south of the railroad tracks, and crosswalks are provided at most intersections, allowing for safe pedestrian crossings of roadways. Bicyclists have access to both off-street (Class I) and on-street (Class II and Class III) bicycle facilities. The Class I Pacific Electric Trail runs through Downtown from Euclid Avenue to Campus Avenue south of D Street, providing pedestrians and bicyclists a safe alternative to walking or riding on the street. The trail currently lacks a direct crossing at Euclid Avenue so pedestrians and bicyclists must cross at D Street or C Street in order to continue on the path. Euclid Avenue, Campus Avenue, and A Street have existing Class II or Class III facilities.

On-street bicycle transportation in Downtown.

The 1995 Bicycle Master Plan further denotes future planned bicycle facilities. In Downtown Upland, these include the expansion of the bicycle facilities along Euclid Avenue and Campus Avenue, and the addition of a Class II/III facility along Arrow Highway.

Off-street Pacific Electric Trail in Downtown.

4. Parking

There are a total of 2,442 parking spaces located within Downtown. These spaces are provided both on the street and in off-street lots, as shown in Figures 2-4 and 2-5. The parking spaces are categorized as follows:

- 808 on-street spaces
- 1,634 off-street spaces
- 1,430 public spaces
- 1,012 private spaces

On-street parking is permitted on most roadways and is composed of angled parking in portions of the Old Town District and parallel parking along the remaining roadway segments. Parking time restrictions are in place and are generally limited to high-demand areas, such as the two-hour parking limits near the Gazebo on 9th Street and 2nd Avenue.

Figure 2-4 **Existing On-Street Parking Utilization**

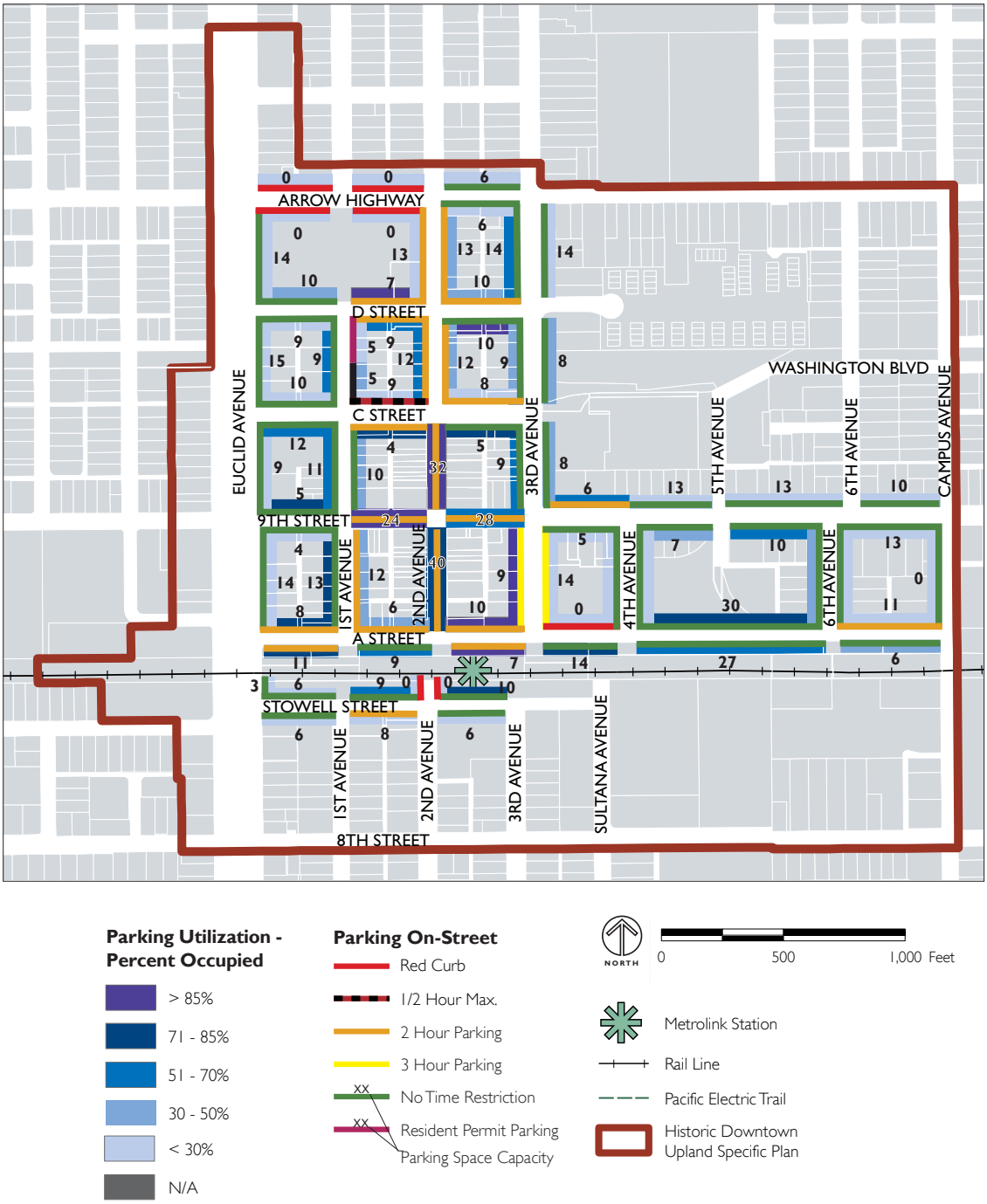
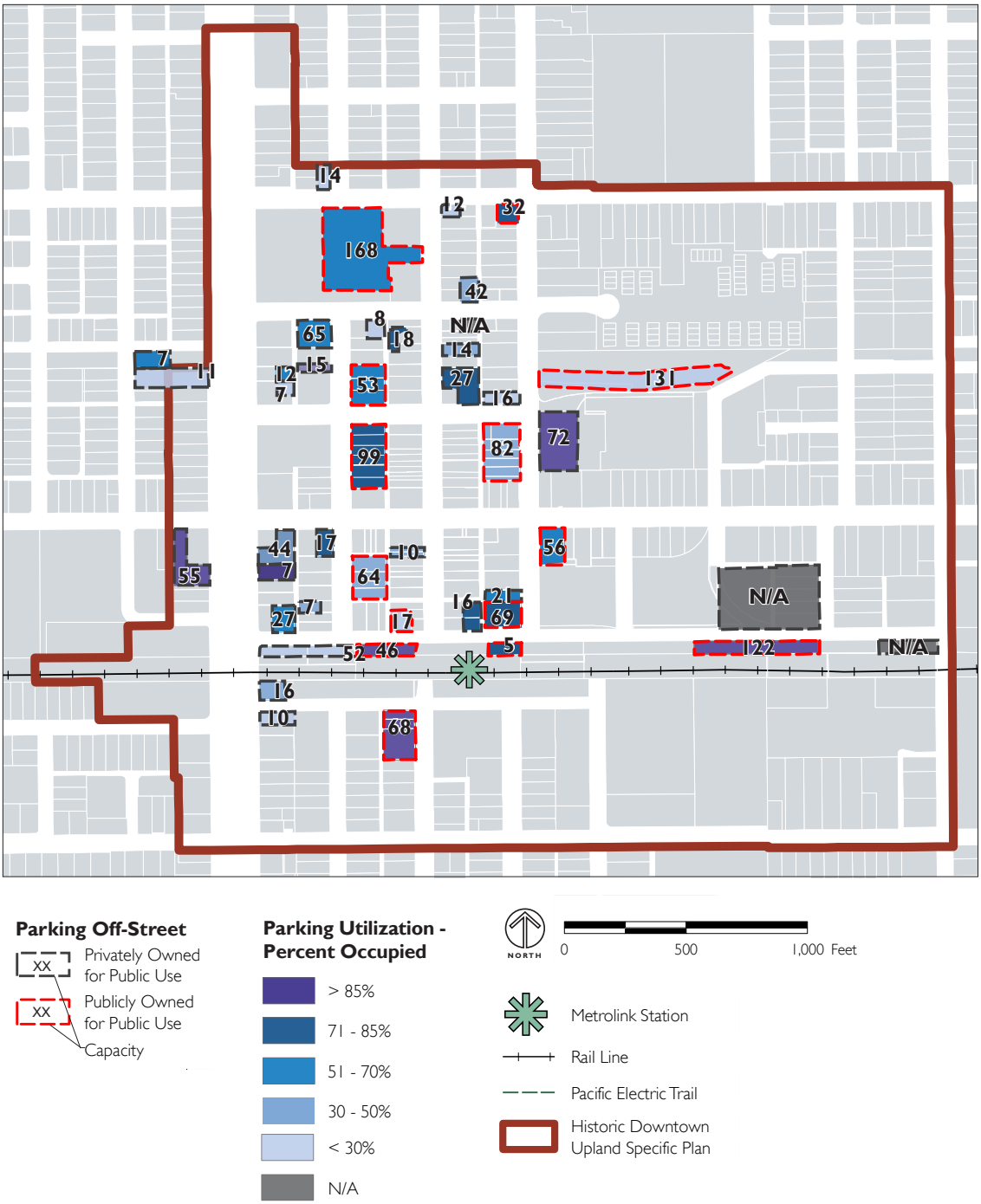


Figure 2-5 **Existing Off-Street Parking Utilization**



Certain portions of Downtown fall within the Parking and Business Improvement District (PBID), which assesses Downtown businesses for the use of off-street public parking lots. Figure 2-6 identifies the two zones within the PBID. Zone A in the PBID encompasses most of the Old Town District, and is bounded by D Street to the north, the railroad tracks to the south, 3rd Avenue to the east and Euclid Avenue to the west. Zone B is composed of two areas: Area 1, which is bounded by F Street to the north, D Street to the South, 1st Avenue to the east, and Euclid Avenue to the west, and Area 2, which is bounded by 9th Street to the north, the Railroad tracks to the south, 6th Avenue to the east and 3rd Avenue to the west. Parcels within Zone A are fully exempt from off-street parking requirements and parcels within Zone B are given a parking reduction of ten percent.

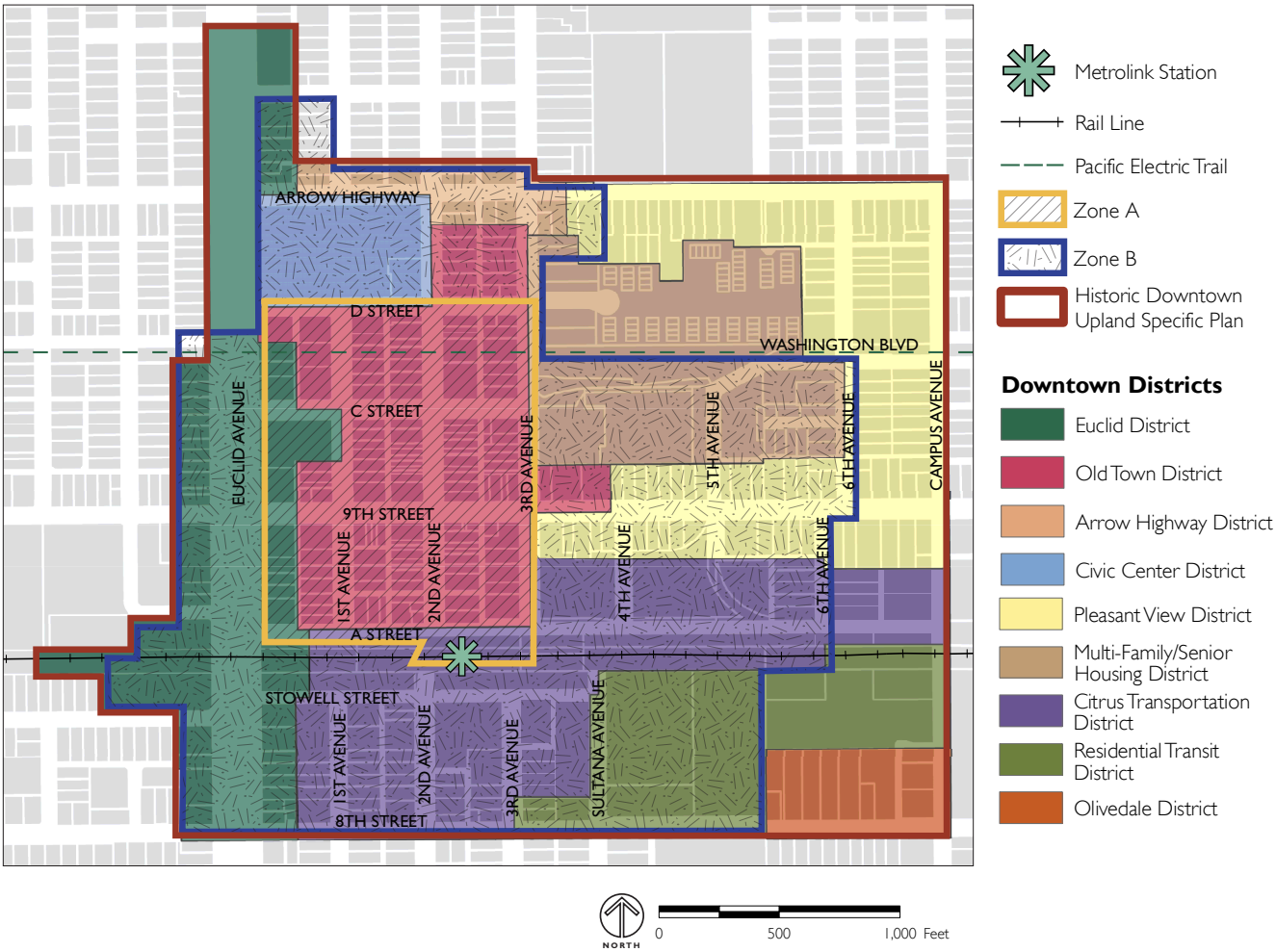
Off-street parking in Downtown.

Angled on-street parking in Downtown.

In 2006, a parking analysis was completed for Downtown Upland to determine the levels of parking utilization throughout the Plan Area. The results of the parking utilization for both on-street and off-street parking during the peak parking period are shown in Figures 2-4 and 2-5. The peak parking period in Downtown Upland occurs on weekday afternoons, when retail is most heavily utilized and when Metrolink users have vehicles parked near the station.

As shown in Figure 2-4, the most heavily utilized on-street parking area during the peak period is near the Gazebo at the intersection of 2nd Avenue and 9th Street. Additionally, on-street parking on A Street is heavily utilized during weekday afternoons. The public off-street lots, shown in Figure 2-5, near the Metrolink station are also very heavily utilized – with some lots over 85 percent full, during weekday afternoons. The public lots along 1st Avenue are well utilized, while the public lots along 2nd Avenue and 3rd Avenue are underutilized. The utilization of private parking lots varies and does not show a trend based on location. Rather, since the use of private parking lots are generally restricted to one business or a set of businesses occupying a building, the utilization varies based on the type of land use and popularity of the site.

Figure 2-6 **Parking and Business Improvement District Zones**



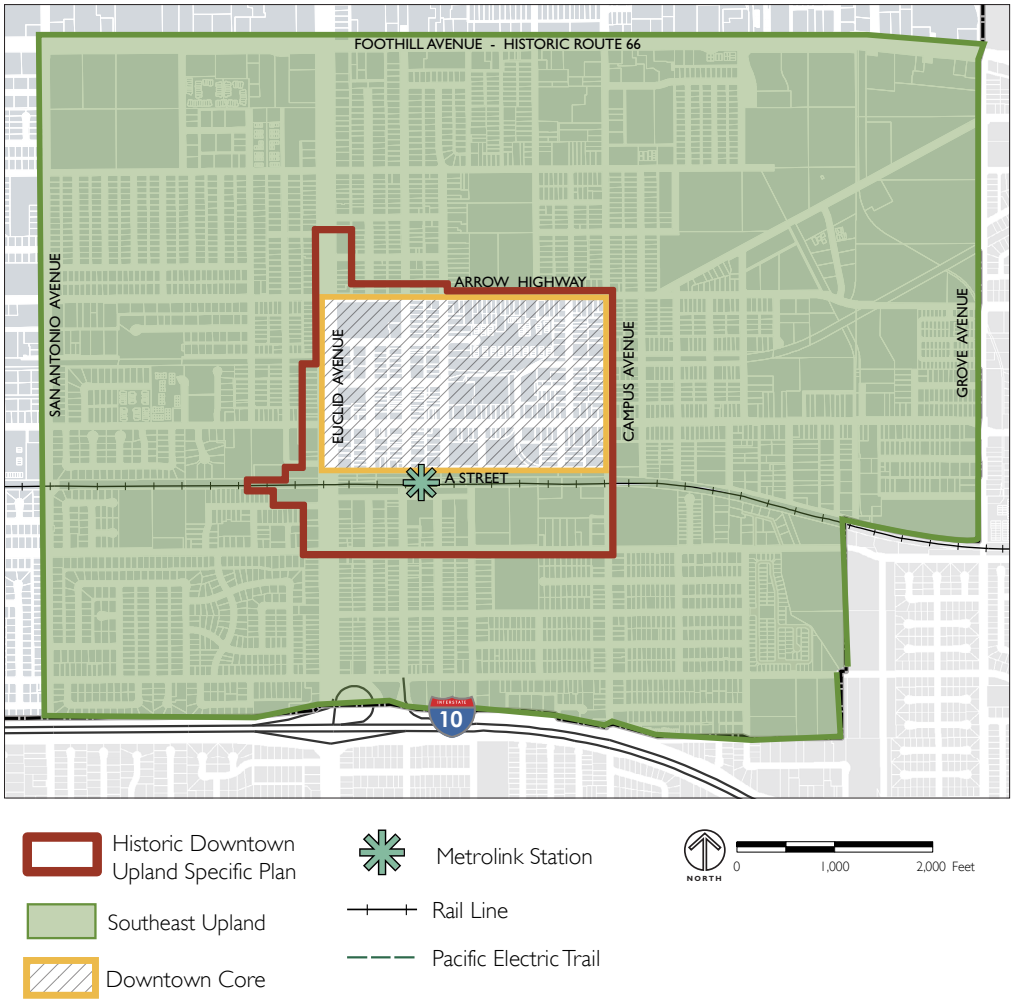
C. Demographic and Economic Conditions

This section explores existing demographic and economic conditions in Downtown Upland, with the goal of informing land use decisions in the Plan Area to ensure that the Specific Plan ultimately encourages economic vitality in Downtown Upland. The Demographic Overview and Business Profile describe the current composition of residents and businesses in the Downtown, and examine how demographic and business conditions have changed over time. In addition to providing a basic understanding of current conditions, the trend information provides insight into changes that might impact future development in Downtown.

1. Demographic Overview

For the purpose of reviewing current demographic conditions, Downtown Upland was analyzed at two levels, the "Downtown Core," which is similar to the Plan Area, and "Southeast Upland," which is representative of Downtown's general market trade area as a neighborhood center, assuming that Downtown Upland businesses are focused more on serving the immediate community rather than a larger regional population. These areas are shown in Figure 2-7 (Downtown Geographies). The Downtown Core area is bounded by Euclid Avenue in the west, Arrow Highway in the north, Campus Avenue in the east and East A Street in the south. Southeast Upland is roughly bordered by San Antonio Avenue in the west, Foothill Boulevard in the north, Grove Avenue in the east and Interstate 10 in the south.

Figure 2-7 **Downtown Geographies**



Downtown Upland is much more densely populated than the City as a whole, and is growing. In 2008, the Downtown geographies accommodated approximately 27.5 persons per residential acre, compared to 14.6 Citywide (Table 2-2). Although the Downtown Core contained just 1,103 residents, Southeast Upland was home to 19,189 residents, or 26 percent of Upland's total population. While the Downtown geographies grew at more than twice the rate of the City as a whole from 1990 to 2000, the rate of growth has slowed significantly. From 2000 to 2008, Downtown growth rates were slightly lower than Citywide (0.88 percent for Southeast Upland, compared to 0.95 percent for the City).

Table 2-2 **Downtown Upland Demographic Summary (2008 Est.)**

	Downtown Core	Southeast Upland	City of Upland
Total Population	**1,103**	**19,189**	**73,769**
0-17 years	24%	28%	25%
18-49 years	52%	51%	47%
50+ years	24%	21%	28%
Average Annual Population Growth			
1990-2000	1.85%	1.52%	0.77%
2000-2008	0.73%	0.88%	0.95%
Population Density (per residential acre)	27.5	27.6	14.6
Households	484	6,641	25,920
Families	230	4,269	18,791
% of Households that are Families	48%	64%	72%
% of Households that are Single	44%	27%	21%
% of Households: Married with no Children	15%	17%	28%
% of Households: Married with Children	15%	21%	25%
% of Households: Single with Children	12%	17%	11%

Source: Claritas 2009, Strategic Economics.

Downtown Upland also has fewer family households than the City – 64 and 48 percent in Southeast Upland and the Downtown Core, respectively, compared to 72 percent Citywide. Of these households, Downtown has many more single households than married couples compared to Southeast Upland and the City as a whole, comprising 44 percent compared to 27 and 21 percent for Southeast Upland and Citywide households, respectively. Downtown Upland also has equal percentages of married couples with children and married couples without children, comprised of 15 percent of total households for each.

Downtown contains a higher share of multi-family and rental housing than the City as a whole, and includes fewer family households. Approximately 50 percent of housing units in Downtown Upland are multi-family (Table 2-3), compared to 33 percent Citywide. In addition, the Downtown Core and Southeast Upland contain a much higher share of rental units than the City as a whole (77 percent and 65 percent vs. 42 percent, respectively). Although the highest concentration of rental units is located in the Downtown Core, Southeast Upland contains a higher absolute number of rental units, representing 40 percent of all rental units in the City.

Table 2-3 **Downtown Upland Housing (2008 Est.)**

	Downtown Core	Greater Downtown	City of Upland
Average Household Size	2.28	2.81	2.82
Housing Units	497	6,916	26,772
Percent Multi-family Units	50%	50%	33%
Occupied Housing Units	484	6,641	25,920
Percent of Units Occupied	97%	96%	97%
Percent of Units Owner-Occupied	23%	35%	58%
Percent of Units Renter-Occupied	77%	65%	42%

Source: Claritas 2009, Strategic Economics.

Median household incomes in Downtown are significantly lower than Citywide incomes. The median household income in Downtown Upland is approximately one-third lower than the City's median household income of $56,947 (Table 2-4). Southeast Upland and the Downtown Core have incomes at $35,915 and $37,232, respectively. Income distributions reflect this pattern, with two-thirds of those living in the Downtown earning less than $50,000 a year, while only 42 percent of the City as a whole earn below this amount. Lower incomes in the Downtown are likely related to low educational attainment, as discussed below.

Downtown residents have significantly lower levels of education compared to the entire City. Southeast Upland's share of college-educated residents is half that of the City, with an even smaller share in the Downtown Core (Table 2-5). Nearly 29 percent of Southeast Upland residents have not completed high school, compared to 16 percent Citywide. The low levels of educational attainment among Downtown residents are likely a factor in the area's relatively low median household income level, which is nearly one-third below Citywide levels.

Table 2-4 **Downtown Upland Income Distribution (2008 Est.)**

	Downtown Core	Southeast Upland	City of Upland
Median Household Income	$37,232	$35,915	$56,947
Income Distribution			
Less than $25,000	40%	35%	21%
$25,000 - $49,999	25%	31%	24%
$50,000 - $74,999	18%	18%	19%
$75,000 - $99,999	9%	8%	13%
$100,000 and more	9%	8%	23%

Source: Claritas 2009, Strategic Economics.

Table 2-5 **Downtown Upland Educational Attainment (2008 Est.)**

	Downtown Core	Southeast Upland	City of Upland
No High School	8%	10%	5%
Some High School	11%	19%	11%
High School Graduate/GED	35%	28%	22%
Some College/Assoc. Deg.	37%	31%	35%
Bachelor's Degree or higher	9%	13%	26%

Source: Claritas 2009, Strategic Economics.

Overall, residents of the Downtown areas in Upland tend to be younger, have lower educational attainment and earn less than those in the City as a whole. They are also less likely to be in family households and more likely to be single compared to the rest of the City. Half of all Downtown residents live in multi-family housing and a strong majority live in rental units. While the populations of the two Downtown geographies are growing, they are not keeping pace with the rest of the City.

2. Business Profile

This section provides an overview of businesses types and historic sales in the Plan Area. By assessing the composition of existing businesses, including how that composition and performance has changed over time, this section provides insight into the economic trends currently driving growth in the Downtown. An understanding of these trends, which help to shape future market momentum, is integral to the establishment of a successful retail revitalization or development strategy in the Downtown.

a. Business Mix

Downtown Upland contains a mix of office, service, retail, institutional and construction businesses. Office-based businesses comprise the largest share of Downtown businesses (35 percent), followed by personal services (15 percent). Retail businesses account for 12 percent of Downtown businesses, while food-related business such as grocers, bars and restaurants account for 6 percent of the total. The relatively high percentage of institutional uses (9 percent) reflects the presence of civic amenities such as the Upland City Hall, Library and Fire Department in the Downtown. Figure 2-8 shows the complete mix of non-residential uses in the Plan Area.

Hair, beauty and spa services account for the majority of service business in Downtown Upland. Figure 2-9 shows the breakdown of the services category by type of business in the Plan Area. Hair, beauty and spa services account for more than half of all service businesses in the Downtown (55 percent). The prevalence of these services, which do not require a large retail space, may be a reflection of the relatively small size of parcels in Downtown Upland, which are often too small to accommodate modern retail businesses. More than one-third of parcels in the Downtown Core are less than 5,000 square feet (Table 2-6) and many of the buildings on these parcels are much smaller. In addition to their size, almost one-quarter of parcels in the Downtown Core have narrow sidewalk frontages of 30 feet (Table 2-7). The small size and narrow frontages of these parcels limit their potential use, and factor into the high share of service businesses in this area. Auto-related services, primarily located along Euclid Avenue, account for the second largest category of services (13 percent). Fitness (7 percent), medical (4 percent), and other services (21 percent) make up the remainder of the services category.

Table 2-6 **Parcel Sizes in the Old Town District, 2009**

Parcel Size	Count	Share
Under 3,000 square feet	17	15%
3,001 - 5,000 square feet	25	21%
5,000 - 7,500 square feet	43	37%
7,500 -10,000 square feet	17	15%
10,000+ square feet	15	13%
Total	**117**	**100%**
Median Parcel Size	**5,992 square feet**	

Source: City of Upland; Strategic Economics 2009.

Figure 2-8 **Downtown Non-Residential Uses by Category, 2008**
Sources: City of Upland; HdL Companies; Strategic Economics, 2009.

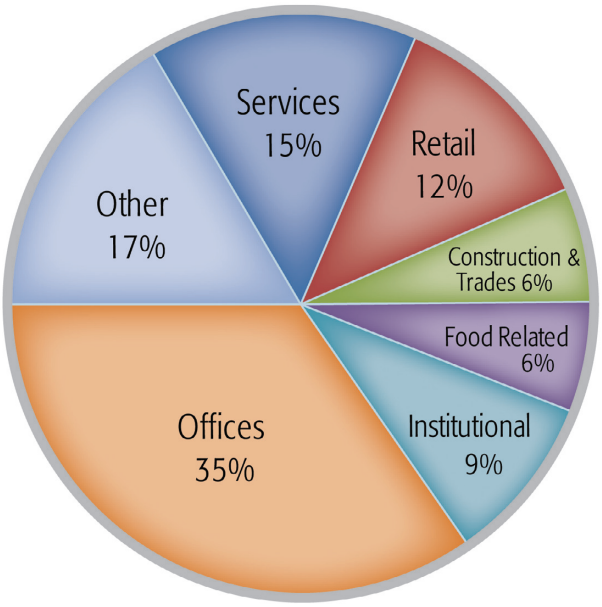


Figure 2-9 **Downtown Service Uses by Type, 2008**
Sources: City of Upland; HdL Companies;
Strategic Economics, 2009.

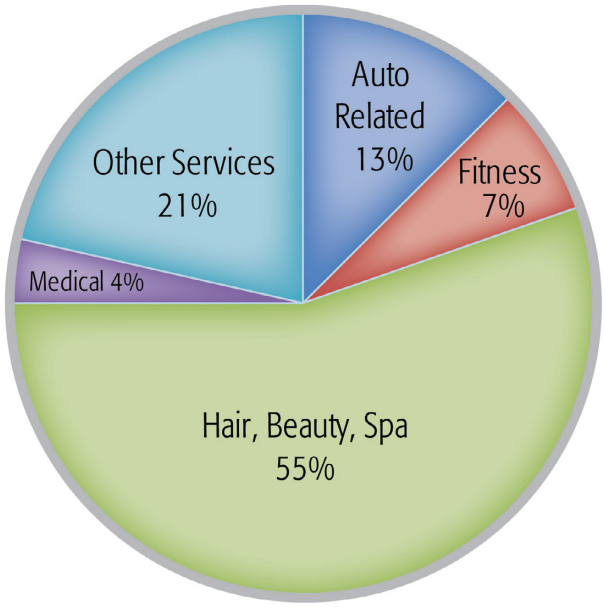


Figure 2-10 **Downtown Office Uses by Type, 2008**
Sources: City of Upland; HdL Companies;
Strategic Economics, 2009.

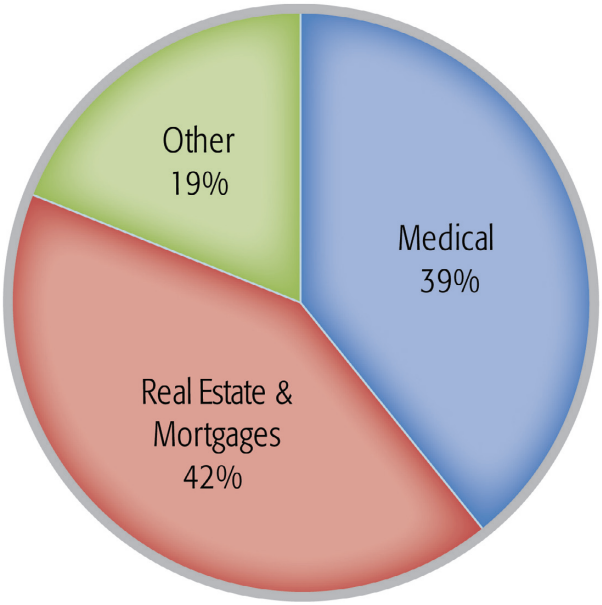


Table 2-7 **Sidewalk Frontage in the Old Town District, 2009**

Frontage (feet)	# Parcels	Percentage
0-30	27	23%
31-60	46	40%
61-180	22	19%
Over 180	20	17%
Total	**115**	**100%**

Source: City of Upland; Strategic Economics 2009.

Existing office building in Downtown.

Some existing office uses may be vulnerable to the current economic downturn. Figure 2-10 shows the breakdown of the office category by type of business in the Plan Area. Real estate and mortgage uses, which account for the single largest share of offices in Downtown Upland (42 percent), may be particularly vulnerable to the current economic downturn due to the collapse of the housing market. The majority of remaining offices are medical in nature (39 percent). Given that healthcare is among California's fastest growing industries,[1] medical offices are less likely to be adversely impacted by the economic downturn. In fact, it is likely that strong growth in the healthcare industry will drive future medical office development in the area.

b. Sales Performance

Overall, sales performance in Downtown Upland peaked in the early 1990s. After declining significantly in the mid-90s, sales have regained and held somewhat steady since 2000. Figure 2-11 shows total sales in Downtown from 1989 through 2007. Although no single business or category accounts completely for the drop in sales, the data indicate that the closure of several industrial-oriented retail uses (printing and building supplies) played a key role in the loss of sales. Sales performance by category is discussed in further detail below.

Gas station on Euclid Avenue and 9th Street.

Figure 2-12 shows sales in the Downtown by category for years 1990, 2000 and 2007. Automotive-related uses have experienced the largest increase in sales from 1990 to 2007, likely due to the opening of several gas and fueling stations in the Plan Area. Sales in the convenience goods category, which includes grocery and liquor markets, and the eating and drinking category also increased in this time period. Conversely, the comparison goods category, which includes general retail businesses like apparel, home furnishings, gift and specialty stores, saw a precipitous decrease in sales from 1990 to 2000. The decline in sales of comparison goods is due to the closure or poor sales performance of many smaller businesses, rather than one or two large retailers. Services and non-product retail sales have remained steady, while sales in the other category have also fallen significantly.

[1] California Employment Development Department.

Figure 2-11 **Total Sales in Downtown Upland by Year**

Sources: City of Upland; HdL Companies; Strategic Economics, 2009.

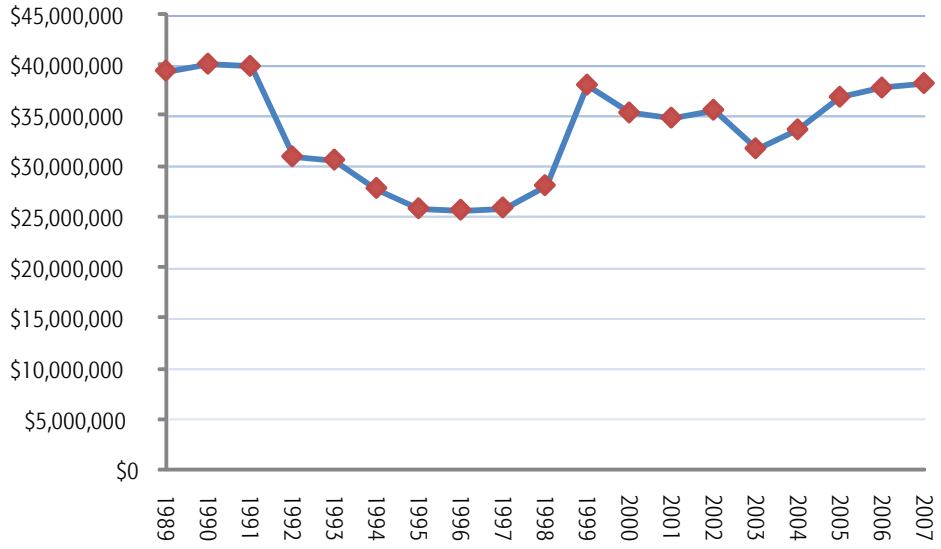
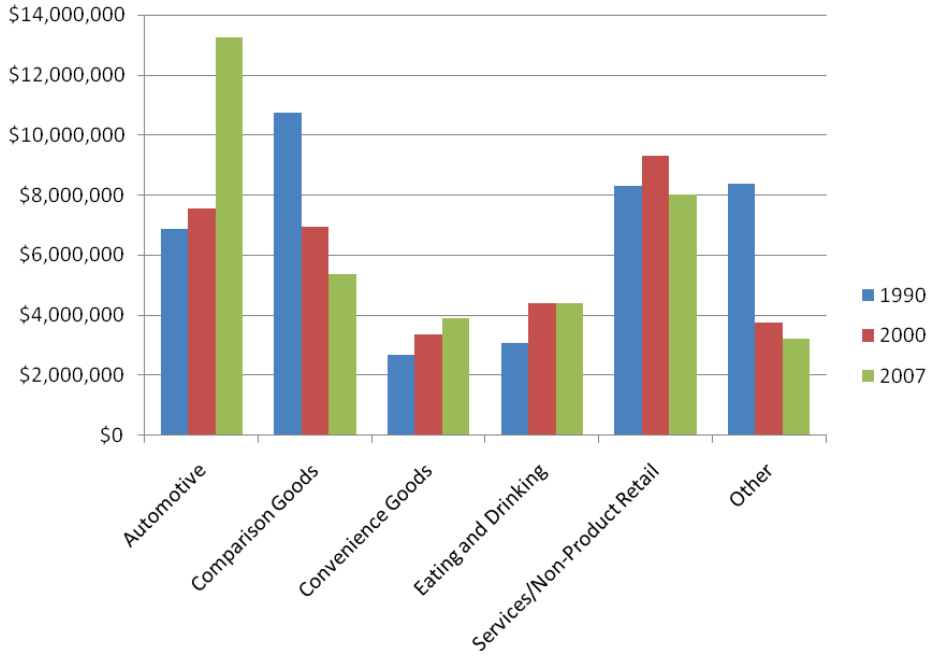


Figure 2-12 **Downtown Sales by Category, 1990, 2000 & 2007***

Sources: City of Upland; HdL Companies; Strategic Economics, 2009.



Businesses in Downtown.

c. Implications

The sales performance of eating and drinking places and convenience goods stores (many of which sell food and beverages), indicates that these uses have historically performed well, and shows promise for future food-related retail in Downtown Upland.

Meanwhile, diminishing sales of comparison goods illustrates the decline of Downtown Upland as a destination for general retail purchases. This is due to small parcel sizes in the Downtown (which cannot accommodate modern retail footprints), competition from large retailers elsewhere in the City and neighboring communities, and the dilution of the retail tenants by personal services and office tenants, which have gained a hold in Old Town and sometimes occupy ground floor space. Development of new retail space with larger footprints could help to solidify the presence of retail in the Downtown, and potentially boost local sales tax generation. A more detailed buying power analysis that looks at the potential for additional retail categories (comparison goods and food away from home) and provides future demand forecasts for all retail categories through 2030, is found in Appendix A.

Downtown Vision 3

This chapter presents the consensus vision for the future of Downtown that has emerged from the Specific Plan process—especially from the community workshops and working sessions with the Planning Commission and the City Council. This vision has also been informed by previous Downtown visioning efforts as well as surveys and interviews that have taken place during the Specific Plan process. This vision chapter is an important starting point in the development of the Historic Downtown Upland Specific Plan, since all subsequent chapters of this Specific Plan aim to collectively implement the vision and help achieve the future desired by the Upland community. The vision for Downtown is shown in a plan view drawing in Figure 3-1, and is explained below.

A. Downtown as a Whole

Downtown Upland is the unique and distinctive heart of the City—the place where both Uplanders and visitors go when they want to experience the essence of Upland. When this Specific Plan is implemented, Downtown will emerge as an even more active and pedestrian-oriented place than it is today, where many people are engaged in many different activities at any one time—living, working, shopping, and engaging in cultural and recreational activities. Even as new development and redevelopment occur, Downtown Upland will be characterized by the same type of physical fabric it has always possessed—a grid-oriented street system with small blocks and an emphasis on walking as the best means to get around. Downtown will serve as a "regional attraction" to some, but only because it retains, and improves upon, the hometown character that it has always had.

An attractive and pedestrian friendly downtown, like this one in Santa Barbara, will be created in the Old Town District.

The historic core of Downtown—the center of Upland's "Hometown Downtown"—focused along 2nd Avenue and 9th Street, will retain the same physical character it has today, featuring mostly one- and two-story buildings with an emphasis on shops and restaurants on the ground floor. The gazebo at the intersection of 2nd and 9th will still be the focal point of the historic core, and places such as the Grove Theater and Cooper Museum will contribute to the cultural life of Downtown. Many of the streetscapes and building facades will be renovated, yet retain their historic features, creating a high-quality aesthetic experience for shoppers in the core. New shops and restaurants will draw many new visitors to Downtown from both Upland and surrounding communities.

Both to the east and west of 2nd Street, new residential and mixed-use development, slightly larger in scale than existing buildings, will create a village-like feel that will permeate the entire Downtown. Built to the highest design standard, yet diverse in their archi-

A lively residential mixed-use neighborhood, like this one, will be built in the Citrus Transportation District.

Existing alleyways in the Old Town District will be activated like this alleyway space in Fullerton, used by residents and businesses.

A mixed-use parking structure, like this one in Claremont, will be built throughout Downtown.

tectural appearance, these buildings will provide homes for people who enjoy living in a downtown setting, with the ability to walk, shop, and eat in the neighborhood. Many of these new residents will be longtime Uplanders who no longer need a large house but still want to take advantage of everything Upland has to offer. Some of these new residents will own small office-based and retail businesses, which will be located on the ground floor of the new buildings, either in new retail space or in small live/work offices.

Near the Metrolink station, a whole new neighborhood will emerge. The historic packing houses on both sides of the tracks will be renovated, and new condominium buildings will be constructed, creating a whole new area of activity in Downtown. The packing houses will contain a mix of new residences and arts-based businesses, while the condominiums will be home to Metrolink commuters—many of them young singles and couples who grew up in the area and want to stay in Upland while still enjoying the lively village-like atmosphere of a downtown setting. A new street grid will connect the neighborhoods south of the tracks to the older Downtown districts to the north. The new streets will be easy to walk and bike on, though they will accommodate slow-moving cars as well. And new parks and open space, along with Heritage Citrus Plaza, will connect to new "green alleys" and other nearby parks.

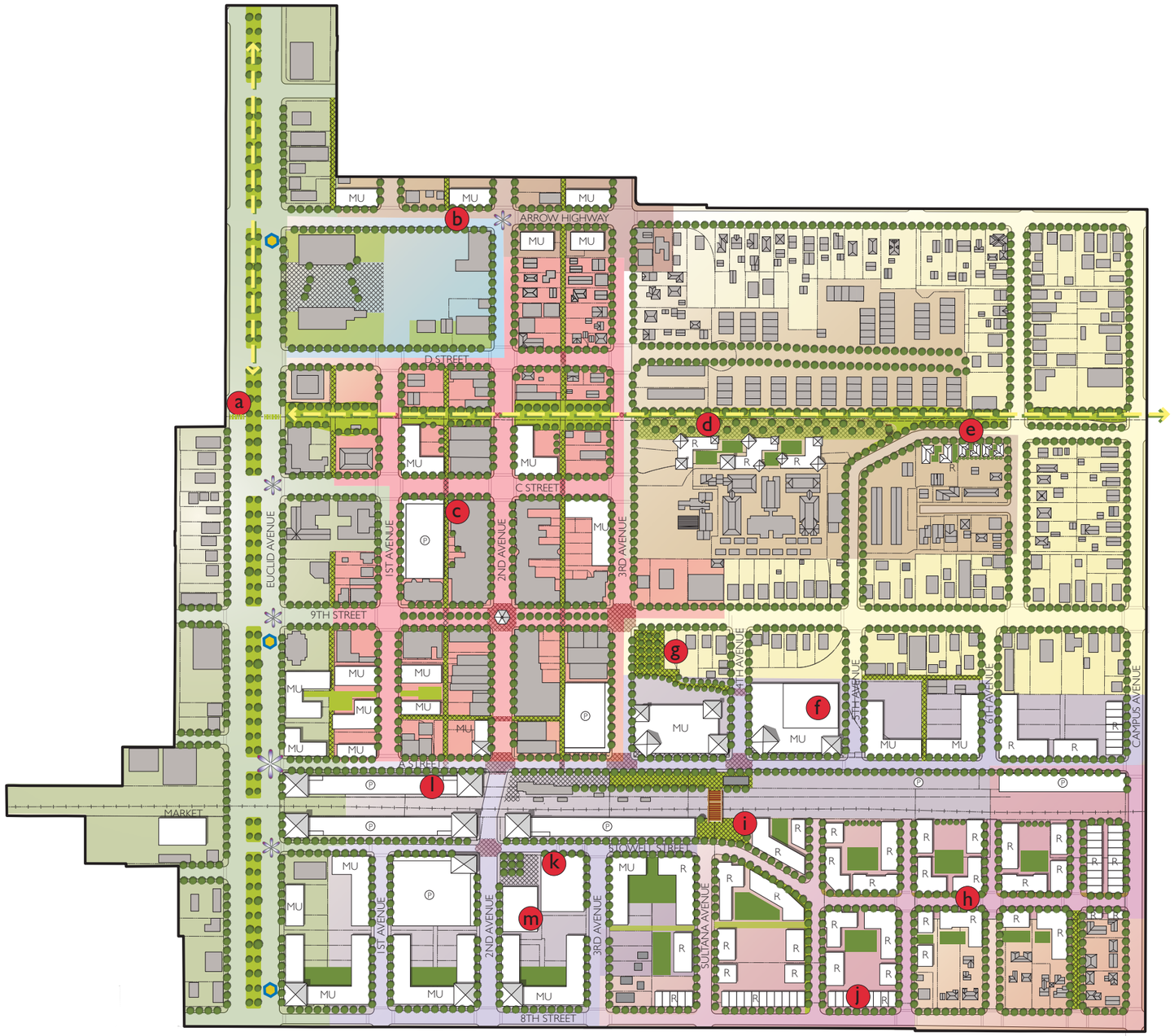
No longer serving as merely a back door to Downtown's businesses, Downtown alleys will be greener and more pedestrian-oriented, providing a pleasant place to stroll and even engage in outdoor dining. The alleys will connect up to the Pacific Electric Trail, which will, in turn, be better connected to the rest of Upland thanks to a new, bicycle-friendly crossing at Euclid Avenue.

It will be easy to get around Downtown Upland as well. Not only will Metrolink continue to provide access to the entire Southern California region, but a local "circulator" bus provided by Omnitrans will carry people to Downtown and the Metrolink station from other parts of Upland. New public parking garages and lots throughout Downtown will provide visitors with plenty of parking so they can enjoy Downtown conveniently, and ground-floor shops in the parking garages will provide more amenities while helping to maintain a pleasant walking experience.

When this Specific Plan is implemented, everybody will know where Downtown Upland is and how to get there. There will be distinctive "gateway" design features at all the major entry points into Downtown from all directions. For example, a more attractive streetscape will be created along Arrow Highway on the north end of Downtown. And new private development will also help point the way to Downtown—mixed-use residential/retail/office buildings along Euclid Avenue will blend in with the neighborhoods around them, yet create a more distinctive sense of place.

Downtown Vision Concept Plan

Figure 3-1 **Concept Plan**



DISTRICTS

- Euclid District
- Old Town District
- Arrow Highway District
- Civic Center District
- Pleasant View District
- Multi-Family/Senior Housing District
- Citrus Transportation District
- Residential Transit District
- Olivedale District

- a New bike/pedestrian crossing over Euclid
- b Enhanced streetscape along Arrow Highway
- c "Green" alleys provide greater accessibility throughout Downtown
- d Improved amenities and access along Pacific Electric Trail
- e Strong "street front" connects historic neighborhood to Downtown
- f Historic Packing Houses are revitalized and adapted to new uses
- g New public park is centrally located
- h New "complete streets" in Residential Transit District
- i Pedestrian bridge is constructed over tracks
- j Sensitively "stepped down" buildings are located along Eighth Street
- k New "Heritage Citrus Plaza" provides a comfortable gathering place for commuters and others
- l New parking structures provide for Metrolink and Downtown users
- m High-quality residential buildings with retail and live-work on ground floor

- Existing Buildings
- Development Opportunity Sites or Adaptive Reuse
- Public Open Space
- Private Open Space
- Plaza
- "Green" Alley
- Street Paver
- Study Area Boundary
- Pacific Electric Bike/Pedestrian Trail
- Bus Stop
- Gateway Opportunity
- R = Residential
- MU = Mixed-Use
- P = Parking

NORTH 0 200 400 Feet

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B. Downtown's Districts

Each of Downtown's nine districts plays an important role in the future vision for Downtown. Each district has a distinctive character. As Downtown evolves, each one will play a different role in realizing the vision.

Euclid District

Euclid Avenue will remain one of the most beautiful and historic boulevards in all of Southern California, characterized by large trees and a grassy median, with stately buildings set far back from the street. In Downtown, Euclid will retain its graceful feel, and new buildings on both sides of the street will further enhance the boulevard-like pedestrian feel.

Along the east side, adjacent to the remainder of Downtown, new office and mixed commercial and residential buildings will strengthen the existing pattern of graceful buildings with deep setbacks from the street. These buildings will be sensitively scaled to match the character of existing buildings along Euclid Avenue. They will be stepped up from two to three stories front to back, allowing for taller buildings in the rear of properties as they back up to multi-story condominium buildings and parking garages on 1st Street. New ground floor retail will be attractive to retailers that require modern footprints. Corner buildings will display prominent and aesthetic architecture to provide appealing and inviting gateways into Downtown. Figure 3-2 presents a before and after perspective of what new development and redevelopment could look like at the intersection of Euclid Avenue and A Street.

Few new buildings will be constructed along the west side of Euclid, though some older homes may find new life as offices in a way that preserves their historic character. Those that are built will only be two stories high, in keeping with the residential neighborhood behind it.

Existing Euclid Avenue corridor.

Three- and four-story mixed-use buildings, like this one, will provide prominent gateway features in the Euclid District.

Figure 3-2 **Euclid District: Visual Simulation**

Existing Building on Euclid Avenue at A Street.

Potential future development on Euclid Avenue at A Street

Old Town District

The Old Town District will continue to serve as the heart of Downtown—the liveliest place in Downtown, where people gather and mingle in order to shop, to eat and to participate in public activities such as the Thursday Farmer's Market.

The retail heart of Downtown will continue to be located along 2nd Avenue and 9th Street, with a particular focus on the gazebo at the intersection of those two streets. The Grove Theater will continue to provide an important cultural and entertainment venue in Old Town. More restaurants and active retail businesses will line both 2nd and 9th, creating a lively pedestrian-oriented "street scene". This street scene will be enhanced by streetscape improvements that create an even more pleasant walking environment, as well as alleys that are pleasant and inviting to walk through. Figure 3-3 presents a before and after perspective showing how alleys could potentially be improved to be pedestrian-friendly "green alleys". Outdoor dining will also add to the village-like ambiance.

2nd Street and 9th Avenue will retain their current scale, with one- to three-story retail buildings lining the streets. Behind 9th Avenue, both to the east and west, slightly larger buildings will accommodate new Downtown condominiums for those who wish to live Downtown as well as shop and dine there. These condominiums will be designed and constructed to high-quality standards, increasing property values Downtown. On the ground floor, some additional shops will be created as well as some live-work spaces, allowing people who live Downtown to have small offices and shops as well. These will be especially attractive to longtime residents of Upland who are looking to downsize from their large single-family home and still experience Upland's hometown Downtown, just as they always have.

Some surface parking lots in Old Town will be replaced with parking garages, providing convenient access to Downtown for people from elsewhere in Upland and surrounding towns. There will be much more parking Downtown than there is today. Parking garages will also have small shops at street front, thus enlivening the street.

An activated alleyway, like this one, will bring new life and increased accessibility in the Old Town District.

One-to two-story buildings will be enhanced and protected in the Historic Core of the Old Town District.

Outdoor dining will be encouraged where sidewalk space permits in the Old Town District.

Figure 3-3 **Old Town District: Visual Simulation**

Existing Alley between 2nd and 3rd Avenue.

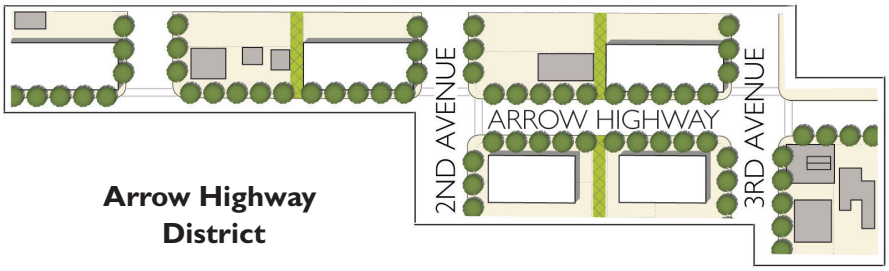
Potential green alley between 2nd and 3rd Avenue.

Arrow Highway District

The small Arrow Highway District, forming the northern border of Downtown, will become a more attractive street with many new viable ground floor businesses, as well as some new offices and residences that are designed sensitively so that they blend in with the small houses just to the north. New sidewalks and street trees will create a more pleasant experience for pedestrians and motorists alike. Arrow Highway will still be an important through street, but the new streetscape will help to calm the traffic slightly by being more scaled to a walkable Downtown, and will help draw motorists and pedestrians into Downtown from the periphery.

The streetscape along Arrow Highway will be enhanced with trees and landscaping.

The street will continue to feature many retail businesses, but, unlike in the past, few of them will focus on auto repairs and similar activities. Instead, neighborhood-oriented stores will line the street, providing a complement to the stores of wider interest in Old Town.



Arrow Highway District

Civic Center District

The Civic Center District will remain the civic and governmental heart of Upland—home to the architecturally distinguished Upland Civic Center (designed by the former architect Edward Durrell Stone), the Carnegie Cultural Center, the Historic Fire Station and the former City Hall building (now the headquarters for Scheu Manufacturing Company). As now, the Civic Center District will have a distinctive feel to it, focused on institutional and office-based activity, rather than retail and commercial activity. It will remain an important employment center that will help to support the increased retail and restaurant activity elsewhere in Downtown.

Existing Civic Center with a monument feature and deep landscaped setback.

This Specific Plan does not anticipate major changes in the Civic Center District during the life of the plan, and therefore there are minimal development standards and design guidelines specifically for this district. New development, redevelopment, and alterations and additions to existing structures in this district will undergo a separate development review process and be subject to standards and guidelines that will be created at that time.

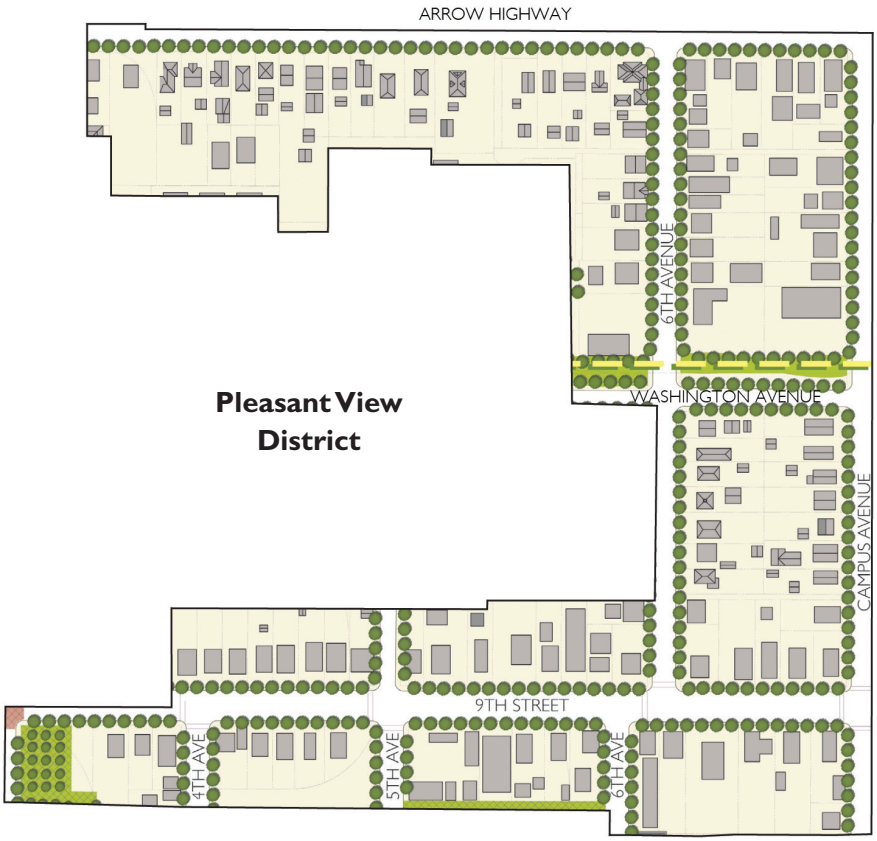
Civic Center District

Single-family homes built in traditional architectural styles will help to retain the historic character of the Pleasant View District.

Pleasant View District

The Pleasant View District, which surrounds three sides of the Multi-Family/Senior Center District, is Downtown Upland's single-family historic district. Although this neighborhood is just steps from Downtown, walking down the street here today is not much different than it was a century ago. Pleasant View will retain its character as a neighborhood of older one- and two-story homes, predominantly in a Craftsman architectural style, that reflects Upland's early history as a center of agricultural life in the Inland Empire. It will also continue to be an important link to Downtown for surrounding single-family residences, many of which are east of Campus Avenue and are also in the Pleasant View Historic District.

A few new homes will be built in Pleasant View under this Specific Plan, but they will be compatible and well-constructed, in a style and scale similar to the existing older homes. Many existing homes will see improvements and expansions, but these too will be designed sensitively to reflect the scale and predominant design of the neighborhood. Along 9th Street, some older homes will back up to renovated packing houses, but conflicts between these uses will be avoided since the packing houses, though larger in scale than the homes, will be renovated in a way that creates a graceful transition from Upland's valued agricultural architecture to its neighborhood of residential grace and history.

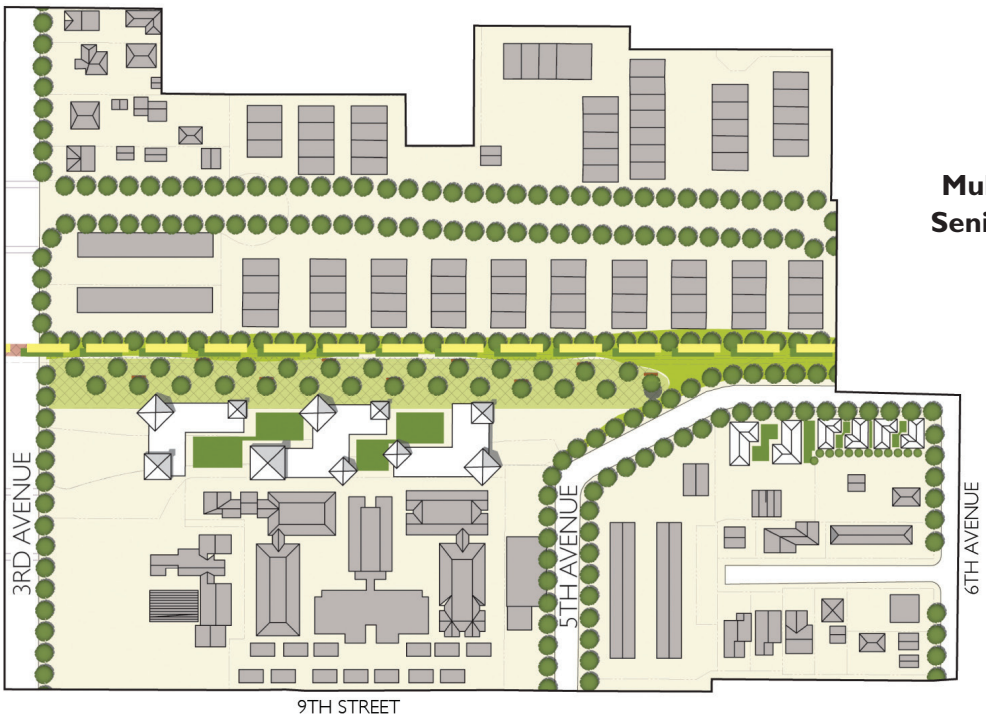


Multi-Family/Senior District

Located just east of Old Town across 3rd Avenue, the Multi-Family/Senior District will continue to serve an important role in providing apartment and condominium-style living for Upland's senior citizens and families, helping to provide the local population that will shop at local stores and eat at local restaurants, thus helping the Old Town District to thrive.

New apartment and condominiums will complement the existing development in the Multi-Family/Senior District.

Under this Specific Plan, the Multi-Family/Senior District will not be very different from the way it is today, but the differences that do emerge will be very important. The existing apartments located along the Pacific Electric Trail will remain, as will the senior housing and the George M. Gibson Center, but the pending addition to the senior housing complex will create a stronger presence along 3rd Avenue and a stronger connection to the rest of Downtown, especially in combination with a mixed-use housing and retail project that is planned for the City-owned parking lot across the street at 3rd Avenue and C Street. New connections will also be made to the Pacific Electric Trail, to enhance pedestrian circulation and the accessibility of recreational amenities to Downtown residents.



Multi-Family/ Senior District

Public open spaces with seating, like this one, will be built in the Citrus Transportation District.

High-quality mixed-use residential spaces, like these in Brea, CA, will be constructed in the Citrus Transportation District.

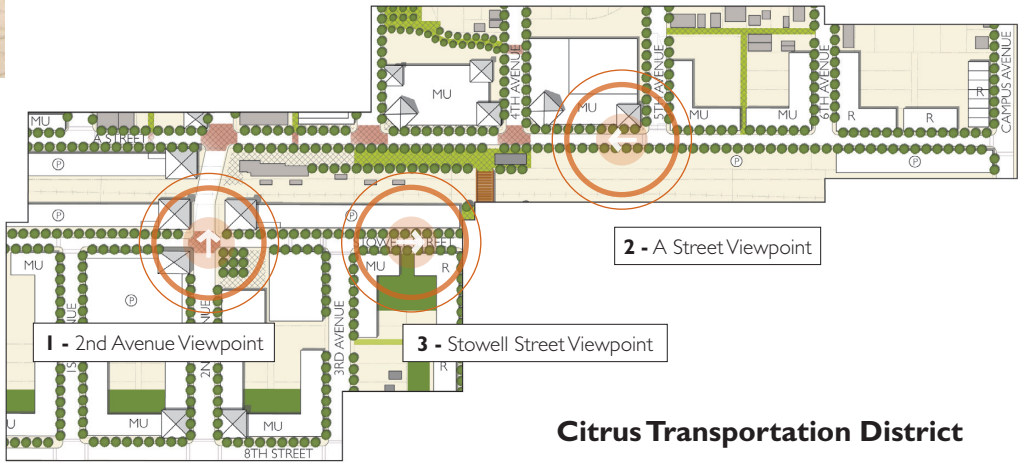
A continuous shopfront of retail uses, like this one, will be built along 2nd Avenue in the Citrus Transportation District.

The Citrus Transportation District will be a much more active and transit-oriented part of Downtown—an extension of Downtown that straddles the Metrolink tracks and creates a pleasant walking environment down to 8th Street and below. The retail frontage on 2nd Avenue in Old Town will extend south to create a continuous shopping corridor in this district, with enhanced streetscape and public parking right off the corridor for convenience. The first visual simulation in Figure 3-4 shows how development along 2nd Avenue could be continued south of the Metrolink tracks with new street trees and buildings brought to the street edge.

Behind 2nd Avenue and along A Street, new blocks of high-quality residences, many of them three and four stories tall, will provide housing in the Citrus Transportation District for Metrolink commuters and others who want easy access to rail travel to get around Southern California. New retail and live-work space on the ground floor of the residential buildings will provide local services—convenience stores, dry cleaners, pharmacies and the like,—as well as office opportunities for these new residents.

The historic packing houses will be renovated to accommodate a variety of new uses—housing, offices, artist lofts and entertainment—and the streetscape on A Street will be enhanced with new trees and landscaping. Visual simulation #2, in Figure 3-4, shows how improvements to the streetscape and adaptive reuse of the packing houses along A Street will help to create a pedestrian-friendly environment.

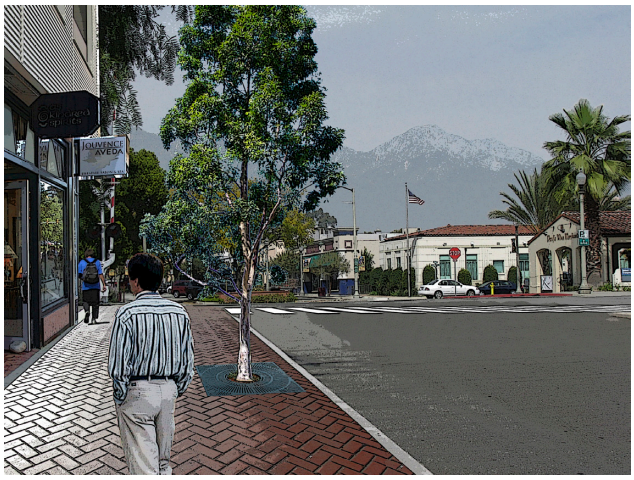
A whole new street grid will be created south of the tracks, largely by extending Stowell Street eastward, and thus extending Downtown's intimate and pedestrian-oriented feel, allowing the new residents to feel closely connected to the vibrant Downtown across the tracks. The streets will be designed as "complete streets", which are streets that accommodate pedestrians, bicyclists, and motorists with equal ease. Visual simulation #3, in Figure 3-4, shows potential improvements to Stowell Street and a new parking garage south of the Metrolink tracks.



Citrus Transportation District

Figure 3-4 **Citrus Transportation District: Visual Simulations**

#1 - Existing view of 2nd Avenue looking north across the Metrolink tracks.



Potential development along 2nd Avenue.

#2 - Existing packing house and streetscape along A Street.

Potential adaptive reuse of the packing house and streetscape improvements along A Street.

#3 - Existing view of vacant land from Stowell Street.

Potential parking structure and streetscape improvements along Stowell Street.

A new pedestrian crossing over the tracks will also be created, to provide easy access for residents south of the tracks to walk to Downtown shops and restaurants. A new public space at the southeast corner of 2nd Avenue and Stowell Street, "Heritage Citrus Plaza", will also help transform the area south of the tracks by providing a comfortable gathering place for people working, shopping or residing in Downtown. Along with the Cooper Regional History Museum across from the Metrolink station, the Heritage Citrus Plaza will celebrate the agricultural heritage of Upland.

High-quality Multi-Family Residential developments, like this one in Ontario, will be built in the Residential Transit District.

Residential Transit District

Like the Citrus Transportation District, the Residential Transit District will be home to many residents wishing to take advantage of proximity to Downtown and the Metrolink station. These new residents may be Metrolink commuters, or they may be longtime Uplanders who are "downsizing" and wish to live within walking distance from Downtown.

This district will allow for a variety of high-quality housing types with a range of unit sizes to suit the needs of a diverse population. Although the Residential Transit District will consist mostly of multi-story residential buildings, it will be a quieter residential district than the Citrus Transportation District, with no retail or live/work spaces on the ground floor. The new street grid and its "complete streets" will extend from the Citrus Transportation District into this district as well. The buildings will be sensitively "stepped down" along 8th Street to create a graceful transition to the neighborhood to the south. New "complete streets" and alleys will integrate this district with the rest of the Downtown street grid.

Residential Transit District

Olivedale District

The Olivedale District will continue as a small, pedestrian-oriented multi-family neighborhood adjacent to Olivedale and Warders Field parks. Unlike the nearby Residential Transit District, Olivedale will not have three- and four-story residential buildings; and unlike the nearby Citrus Transportation District, it will not have ground-floor retail or live-work spaces. As today, it will serve as a modest but important residential neighborhood, adjacent to parks. Thanks to the extension of the street grid along Stowell Street, Olivedale will be better connected to Downtown, so that residents may walk there easily to do shopping, catch a train, or enjoy the pleasant atmosphere of Downtown Upland.

Pedestrian-oriented townhomes, like these, will be allowed in the Olivedale District.

Olivedale District

C. Development Potential

The fulfillment of this vision will result in changes in land use and intensity within Downtown. The development potential under this Specific Plan is based on the total amount of permitted uses within Downtown and estimates of the amount of development that could occur by the year 2030 if all sites with opportunity for development are developed to their full capacity. Currently, the Specific Plan Area contains a total of 349 residential units and 1,081,761 square feet of non-residential uses.

The Specific Plan permits buildout of up to 1,481 residential units, reducing the number of single-family homes by 18 units and increasing multi-family units by 1,150. A total of 864,545 square feet of non-residential uses are permitted under buildout, which represents a 217,216-square-foot reduction from what is currently permitted under the City's Zoning Code. The greatest reduction is in industrial uses, while commercial, retail, office and commercial/flex uses are all permitted to increase under buildout of the Specific Plan. Table 3-1, below, shows the breakdown of land uses in the Plan Area under existing and buildout scenarios, and the difference between the two scenarios.

Table 3-1 **Estimated Specific Plan Buildout Range in Square Feet**
(unless otherwise noted)

	Existing Uses (2009)	Specific Plan Buildout Range (2030)1	Difference Range
Commercial/Retail	348,433	468,433 – 518,433	120,000 – 170,000
Office	136,095	161,000 – 186,095	25,000 – 50,000
Commercial/Flex	0	24,000 – 60,000	24,000 – 60,000
Public/Institutional	79,176	63,255	-15,921
Industrial	518,057	46,762	-471,295
Single-Family Residential	179 units	161 units	-18 units
Multi-Family Residential	170 units	1,220 – 1,320 units	1,050 – 1,150 units
Off-Street Public Parking	1,012 spaces	1,492 spaces	480 spaces
Public Open Space	0	29,907	29,907

Note: In order to calculate Project buildout, it is assumed that 95 percent of vacant opportunity parcels will be developed and 75 percent of parcels with existing development will be redeveloped. It is also assumed that all vacant and redevelopment opportunity sites will be developed to 80 percent development intensity since developers will not always build projects to maximum permitted density. For residential mixed-use development, it is also assumed that ground-floor commercial development will average .25 FAR due to the necessity to accommodate parking in the rear for the residential units.

Goals, Objectives, Policies & Actions 4

As the previous chapter explained, the process of creating this Specific Plan yielded a widely shared "vision" for the future of Historic Downtown Upland. But a vision alone cannot make the Specific Plan a reality. This chapter lays out the goals, objectives, policies and actions that the City will implement to make that vision a reality. The goals and objectives describe the key factors that will help create a vibrant Downtown by building on existing strengths, initiating new public improvements and facilitating new high-quality development. The policies and actions are regulatory statements that lay the foundation for the Development Code and the Design Standards and Guidelines contained in the next two chapters.

The City will evaluate development projects and activities in terms of whether they effectively incorporate and implement the applicable goals, objectives and policies of this chapter. This chapter applies to all Downtown districts as shown in Figure 2-1 in Chapter 2.

Goal 1 Protect and enhance Downtown Upland's small town and pedestrian-friendly character.

Objective 1.1 Ensure that new development maintains a high standard of design and protects and enhances the character of its surroundings.

Policy 1.1.1 New development shall be attractive, complement the form, scale and architectural style of adjacent buildings and promote harmony in the visual relationships and transitions between new and older buildings so that it appears a part of the evolutionary development of Downtown.

Policy 1.1.2 New development should reinforce the overall stylistic characteristics of buildings in the vicinity of the site in order to promote and retain the familiar scale, character and predominant architectural styles in each Downtown district.

Policy 1.1.3 New development shall incorporate sufficient articulation and character-defining features to carry out the chosen architectural style, and ensure that the development project reinforces the pedestrian scale and uses high-quality materials and colors.

Policy 1.1.4 New development shall provide adequate transitions and, where appropriate, buffers between uses in Downtown and adjacent areas.

Policy 1.1.5 New development shall strengthen and reinforce the individual identity of each district as articulated in the Downtown Vision.

Action 1.1.1 *Develop City-owned underutilized parking lots with projects that demonstrate quality design and construction, help catalyze new development and contribute to the positive revitalization of Downtown.*

Action 1.1.2 *Provide financial assistance to improve the appearance of storefronts and rear entrances of Downtown businesses.*

Objective 1.2 Ensure new development maintains the pedestrian scale and historic grid pattern of Downtown and contributes to a pedestrian-friendly walking environment.

Policy 1.2.1 New development shall maintain the historic small-block grid pattern of Downtown.

Policy 1.2.2 New development shall include buildings oriented towards the street in those portions of Downtown where this pattern has existed historically.

Policy 1.2.3 New development shall contribute to an interesting and pleasant pedestrian experience through aesthetically appealing building facades, variation in height, massing and articulation, and through enhanced pedestrian amenities such as plazas, fountains, public artwork, street trees, benches and lighting.

Policy 1.2.4 New development along 2nd Avenue, between D and 8th Streets, and along 9th Street, between 1st and 3rd Avenues, shall create a continuous built edge consisting of a physical structure, an exterior plaza or a seating area that helps define the pedestrian realm.

Policy 1.2.5 Building heights in the Downtown Historic Core, located along 2nd Avenue between C and A Streets, shall be maintained at their current scale.

Policy 1.2.6 Existing mature street trees shall be preserved throughout Downtown.

Objective 1.3 Transform Downtown's alleys so that they play an important role in activating the pedestrian realm.

Policy 1.3.1 New development abutting public alleys shall help foster a pedestrian-friendly, active and safe alley environment by providing architectural design elements and amenities that contribute to the alley as a pedestrian-oriented thoroughfare. Examples include rear entrances, outdoor seating areas, windows at the ground floor and 360-degree architecture.

Action 1.3.1 *Retrofit public alleys throughout Downtown as pedestrian and environmentally-friendly public spaces by using such elements as pervious paving materials, potted plants and trees, park benches, lighting, allowances for outdoor café seating, and other amenities.*

Action 1.3.2 *Prioritize retrofitting of the public alleys within the area of Old Town bounded by D Street to the north, A Street to the south, 1st Avenue to the west and 3rd Avenue to the east.*

Goal 2 Strengthen the historic character and cultural heritage of Downtown Upland.

Objective 2.1 Protect, enhance, perpetuate and adaptively reuse properties of historic, cultural and architectural significance in Downtown.

Policy 2.1.1 Wherever possible, historic buildings should be reused and rehabilitated instead of being demolished to make way for new development.

Policy 2.1.2 The City shall continue to facilitate the rehabilitation and adaptive reuse of buildings that contribute to the historic character of Downtown Upland through regulatory and, where feasible, financial incentives, as set forth in Chapter 5, the Development Code.

Policy 2.1.3 Alterations to existing portions of a historic resource or additions to a historic resource shall be done in a manner that retains (repairs) and protects the existing architectural details and character-defining features, as much as possible. Necessary alterations to the existing portion of the resource and additions shall incorporate the architectural style, character defining features, rhythm, scale, materials, texture, and colors of the existing portions of the resource.

Policy 2.1.4 New development occurring adjacent to an historic resource shall be developed in a manner that is consistent with the design, scale and identity of the historic context.

Policy 2.1.5 The City shall continue ongoing seismic retrofitting of older Downtown structures that do not satisfy modern earthquake standards for construction.

Objective 2.2 Support recognition of Downtown Upland as part of the City's citrus heritage.

Policy 2.2.1 The City should encourage the preservation, maintenance and adaptive reuse of the historic citrus packing houses located in the Citrus Transportation District.

Policy 2.2.2 The City should promote the Cooper Regional History Museum as a Downtown venue for special events, education and exhibits on the citrus heritage of Upland.

Policy 2.2.3 The City should work with the Citrus Roots-Preserving Citrus Heritage Foundation to raise awareness of Upland's citrus heritage through education, public artwork and publications.

Policy 2.2.4 The City should encourage the incorporation of citrus heritage design elements, landscaping and/or artwork in all private and public improvements to emphasize Upland's citrus heritage.

Action 2.2.1 *Conduct additional historical research on individual citrus packing houses and prepare a nomination for designation on the State/National Register of Historic Places, or as an historic district.*

Action 2.2.2 *When private development permits, build a "Citrus Heritage Plaza", on the southeast corner of 2nd Avenue and Stowell Street adjacent to the packing house in the Citrus Transportation District, that is designed with emblematic features, such as citrus trees, murals and plaques, to celebrate the citrus heritage of Upland.*

Action 2.2.3 *Develop and foster a public art program and walking tours to preserve and communicate the historical significance of Downtown Upland.*

Goal 3 Ensure the economic vitality of Downtown.

Objective 3.1 Create a varied and balanced mix of desirable uses in Downtown.

Policy 3.1.1 The City shall support a diverse mix of uses in Downtown, including entertainment, restaurant, office, residential, specialty stores and neighborhood-serving uses.

Policy 3.1.2 The City shall provide local property owners with regulatory and other incentives as set forth in Chapter 5, the Development Code, to facilitate the recruitment, retention or expansion of desirable retail businesses, office businesses, restaurants, destination commercial and institutional uses, and other high-priority businesses.

Policy 3.1.3 The City shall support the development of retail spaces in Downtown that have footprints large enough to support modern retail businesses yet complement the scale, massing, and detailing of historic buildings in the area.

Action 3.1.1 *Focus on key catalytic projects to spur physical and economic development in Downtown.*

Action 3.1.2 *Continue to acquire property in Downtown for land assembly as a way to incentivize development.*

Action 3.1.3 *Attract additional anchor retailers to Downtown to attract new customers and increase traffic to existing and new smaller businesses. In particular, target an anchor specialty grocery/deli store to Downtown that will serve residents and visitors.*

Action 3.1.4 *Develop a retail tenanting program to identify and attract desirable retail tenants to Downtown when the market for retail is stronger and economic trends improve. In developing the program, explore the possibility of Downtown becoming a specialty market center.*

Action 3.1.5 *Evaluate opportunities to assist new and existing Downtown businesses to fast track the land entitlement process, permitting and fee programs.*

Action 3.1.6 *Consider hosting a bi-annual new business reception to connect with new businesses and provide them with the necessary tools and resources to thrive in Downtown.*

Action 3.1.7 *Work with the Upland Chamber of Commerce and Main Street Upland to build upon the efforts of "See Something Different, Discover Upland" and the City's shop local awareness program to market Downtown.*

Objective 3.2 Strengthen and reinforce the commercial core of Old Town as the center of Upland's "Hometown Downtown".

Policy 3.2.1 The City shall work with local realtors and brokers to identify small-scale retail and office uses that are appropriate tenants for existing and future commercial space.

Policy 3.2.2 The City shall discourage office-based businesses from occupying ground-floor retail space in Old Town, and encourage future mixed-use developments to include upper-story office space.

Policy 3.2.3 Ground floor uses along 2nd Avenue, between C and 8th Streets, and along 9th Street, between 1st and 3rd Avenues, shall be commercially-oriented only and create a continuous building frontage along the street edge.

Policy 3.2.4 The City shall encourage high-density residential developments within appropriate districts to provide a built-in customer base to support new and existing businesses in Downtown.

Objective 3.3 Promote Downtown as a place of culture, arts, shopping and entertainment to attract visitors during the day and night.

Policy 3.3.1 The City shall work with relevant organizations to strengthen and promote cultural venues, such as the Grove Theater, Cooper Regional History Museum, and public events and activities, such as the weekly Farmers Market, art shows, concerts and other similar activities.

Policy 3.3.2 The City shall continue to allow for a reasonable number of temporary closures of Downtown streets for special events such as the Farmers Market and Scary-A-Fair.

Policy 3.3.3 The City shall work with Main Street Upland and Downtown businesses to encourage more consistent operating hours and days, and extend uses from daytime into nighttime.

Policy 3.3.4 New development in gateway areas along Euclid Avenue, Arrow Highway, Campus Avenue and 8th Street shall be designed to be attractive and welcoming through the use of building height, architectural features, design, landscaping, art and/or signage.

Policy 3.3.5 The City should encourage new development to integrate public art into site design to foster creative and artistic expression in the public realm; particularly artwork that tells a story and pulls people into the overall "brand" or theme of Downtown.

Policy 3.3.6 The City shall enhance existing wayfinding to Downtown throughout the City so all residents and visitors in Upland are aware of Downtown and can easily access it by all modes of transportation.

Action 3.3.1 *Develop and implement a comprehensive media marketing and branding strategy for Downtown that is strategic, multi-pronged and makes the most of existing resources.*

Action 3.3.2 *Retain existing Downtown businesses through the support of the Small Business Development Center and other business support services.*

Action 3.3.3 *Enhance existing signage by developing a signage program to mark significant landmarks, highlight important gateways into Downtown and direct visitors throughout the various Downtown districts. The signage program should identify graphics for new and improved signs at key locations that complement existing signage.*

Goal 4 Expand housing opportunities in Downtown.

Objective 4.1 Provide a range of high-quality residential types with a variety of unit sizes that address the housing needs of a diverse population, support Downtown businesses and promote the use of available public transportation.

Policy 4.1.1 The City shall encourage a range of affordable and market rate residential densities and products in Downtown, including low-density single-family uses, moderate-density townhomes, higher-density apartments and condominiums, and units in mixed-use and live/work developments.

Policy 4.1.2 Mixed-use developments, including mixed residential and retail, residential and office, or retail and office, shall be encouraged in the Euclid, Old Town, Arrow and Citrus Transportation Districts, while individual residential developments shall be encouraged south of the train tracks in the Residential Transit and Olivedale Districts, and in the Pleasant View District.

Policy 4.1.3 The City shall facilitate mixed-use development in the Euclid, Old Town, Arrow Highway and Citrus Transportation Districts through incentives such as reduced parking requirements and increased density allowances as set forth in this Specific Plan.

Policy 4.1.4 The City shall encourage a variety of unit sizes and housing types into individual residential development projects, when feasible.

Policy 4.1.5 All attached multi-family residential products, whether designed for ownership or rental, shall be designed and built to accommodate the potential for future individual ownership opportunities (i.e., condominium conversions) and be developed to the same high standard and quality of design, as defined in Chapter 6, the Design Standards and Guidelines, in this Specific Plan.

Policy 4.1.6 The City shall encourage and help facilitate the improvement and continual care and maintenance of residential properties in the Pleasant View and Multi-Family/Senior Districts.

Policy 4.1.7 The City shall encourage and support transit-oriented development near the Metrolink station, consisting of higher-density residential development that provides pedestrian access to public transit and nearby services.

Policy 4.1.8 The City shall pursue implementation of the goals and policies of the Housing Element as they apply to protecting and providing affordable housing in Downtown.

Goal 5 Create open space and recreational opportunities in Downtown.

Objective 5.1 Provide a system of parks, green alleys, plazas, open spaces and recreational facilities that serves the needs of present and future Downtown residents, employees and visitors.

Policy 5.1.1 The City shall locate and design plazas, parks and open spaces so they are accessible and provide a range of activities suitable for a Downtown environment. Examples may include picnic areas, interactive water features and mini basketball courts.

Policy 5.1.2 New development should include open space areas that provide a range of amenities for all age groups and integrate with the public realm. For example, private plazas, parks and pedestrian paths should be connected or lead to adjacent public parks and pathways, where possible.

Action 5.1.1 *When private development activity in the vicinity permits, build a public plaza on the corner of 2nd Avenue and Stowell Street in the Citrus Transportation District that will serve as a public gathering place near the Metrolink Station.*

Action 5.1.2 *Build a centrally located public park on the corner of 3rd Avenue and 9th Street.*

Action 5.1.3 *Improve public alleys with landscaping, seating areas, and other public amenities, so that they become green alleys, an integrated part of the open space network in Downtown, and an inviting pathway to secondary building entrances.*

Action 5.1.4 *Enhance the Pacific Electric Trail with shade trees, native landscaping, pedestrian amenities, pocket parks and connections to public alleys and adjacent neighborhoods.*

Action 5.1.5 *Develop and implement an open space in-lieu fee program to allow the payments of a fee to the City in-lieu of providing required open space.*

Goal 6 Promote pedestrian and vehicular mobility and parking efficiency.

Objective 6.1 Improve pedestrian, bicycle, transit and vehicular facilities and connectivity within and to Downtown, prioritizing pedestrians and bicyclists.

Policy 6.1.1 New development in the Residential Transit District should divide existing large parcels into smaller blocks consistent with the block pattern in the rest of Downtown, by inserting new public or private streets.

Policy 6.1.2 New development in the Residential Transit District should include "complete streets" that prioritize pedestrians and bicyclists. Such streets should consist of multi-modal facilities such as sidewalks, bicycle lanes, on-street parking, transit stops and automobile lanes.

Policy 6.1.3 The City shall require new residential development to provide internal streets with sidewalks and parkways and avoid long garage alleys.

Policy 6.1.4 All new development shall include new sidewalks and/or sidewalk widening and install all necessary half-width improvements on adjacent perimeter streets to create a safe and accessible pedestrian environment.

Policy 6.1.5 The City shall continue to pursue implementation of the Bicycle and Pedestrian Facilities Master Plan as it applies to Downtown and as funding permits, including improvements to public alleys, bus stops, the Pacific Electric Trail and pedestrian and bicycle amenities within and connecting to Downtown.

Action 6.1.1 *Prepare construction plans and implement a set of consistent public streetscape improvements that comply with the standards and guidelines set forth in Chapter 6, Design Standards and Guidelines, including sidewalks, landscaping, lighting and street furniture, as a means to unify and enhance connections between Downtown districts.*

Action 6.1.2 *Establish a maintenance program for sidewalks and monitor sidewalk paving to improve safety and accessibility.*

Action 6.1.3 *Replace or resurface existing brick planters in street medians within the Old Town District with more decorative planting beds that require minimal maintenance.*

Action 6.1.4 *Work with the Southern California Regional Rail Authority and SANBAG to fund and construct a pedestrian bridge over the Metrolink tracks.*

Action 6.1.5 *Install mid-block crossing treatments such as an overhead beacon and/or in-pavement flashers to provide a safe crossing for the Pacific Electric Trail at Euclid Avenue.*

Action 6.1.6 *Enhance wayfinding within and to Downtown from other areas of the City to improve visibility and effectively guide automobile and pedestrian traffic to Downtown.*

Objective 6.2 Coordinate Downtown transit facilities to provide seamless transfers between different transit providers.

Action 6.2.1 *Work with Omnitrans to provide direct bus and shuttle service to the Upland Metrolink station through the following :*

a) Use of smaller buses that can navigate A Street and will provide a direct link from existing bus routes to the Metrolink station.

b) Construction of a park-and-ride facility near Interstate 210 in northern Upland where commuters could park, with Omnitrans shuttles transporting passengers to and from the Metrolink station.

Objective 6.3 Ensure all areas within Downtown have sufficient parking to support all land uses.

Policy 6.3.1 The City shall efficiently manage the supply and demand of Downtown parking to ensure there is sufficient supply for visitor, commuter, resident and business parking needs.

Policy 6.3.2 The City shall continue to maintain and improve the Parking and Business Improvement District, which allows for the reduction in required off-street parking in certain areas.

Policy 6.3.3 The City shall preserve and increase, as needed, Downtown's on-street parking, since it provides a buffer between pedestrians and vehicular traffic and supports patronage of local businesses.

Policy 6.3.4 The City shall continue to provide strategically located public parking lots and/or structures as demand arises so that visitors are able to "park once" and walk throughout the various districts of Downtown, and in order to eliminate the need for on-site parking in some locations.New developments should provide parking facilities behind buildings rather than along the street frontage.

Policy 6.3.5 In cases where privately owned off-street parking is underutilized, the City should consider leasing spaces from the owner to increase the supply of parking available for public use.

Action 6.3.1 *Create a parking monitoring system and perform regular monitoring of parking utilization to ensure that parking measures, as outlined in this Specific Plan, are implemented at the appropriate times and places in Downtown.*

Action 6.3.2 *Work with the San Bernardino Associated Governments (SANBAG) to construct a parking structure at the southwest corner of Stowell Street and 2nd Avenue that is co-funded by the City and SANBAG for Metrolink and Downtown users. Coordinate development of the structure with streetscape improvements along 2nd Avenue, between A and 8th Streets, to create a continuous streetscape connection with Old Town to the north and provide a safe and attractive crossing of the tracks.*

Action 6.3.3 *Consider developing and implementing a parking in-lieu fee to allow for the payment of a fee to the City in-lieu of providing required parking spaces.*

Goal 7 Maximize the use of sustainable development practices in Downtown.

Objective 7.1 Encourage environmentally sustainable types of development and landscaping.

Policy 7.1.1 The City shall encourage residential development at the maximum density to provide more people greater access to public transit, employment and services within walking and biking distance.

Policy 7.1.2 The City should encourage building owners and developers to integrate green initiatives into their buildings, such as recycled materials, California friendly landscaping, energy efficient devices and water conservation technologies.

Policy 7.1.3 The City should encourage development of LEED certified buildings and strive to develop public buildings to meet LEED standards.

Policy 7.1.4 The City should promote recycling and other strategies to reduce the generation of solid waste.

Policy 7.1.5 The City should encourage the reuse of existing buildings and land in the Plan Area to avoid unnecessary solid waste production and preserve the historic resources present in the Plan Area.

Development Code 5

A. Purpose and General Provisions

1. Purpose and Intent

a. Purpose

The development standards in this chapter are requirements that address those aspects of use of property, site development, and building design that are essential to achieve the overall Downtown Vision. They are precise specifications for such things as permitted uses, building height, setbacks and parking.

b. Intent

The Development Code is intended to work together with the design standards and guidelines contained in Chapter 6 to ensure that all use of property, including new development, creates high-quality architecture, promotes a more environmentally and economically sustainable Downtown, encourages an active pedestrian-scaled environment and provides connections and appropriate transitions between Downtown districts.

2. Applicability

a. Downtown Upland Area

The requirements of this chapter apply within the area shown in the Regulating Plan in Figure 5-1. This area is referred to in this chapter as "Downtown Upland." Appendix B provides a list of all parcels, categorized by district and overlay zone, with the Specific Plan area.

b. Compliance with Standards

All sites, structures, and uses within Downtown Upland shall comply with the requirements of this chapter and the Uniform Building Code and Uniform Fire Code as adopted by the City of Upland.

c. Precedence

The requirements of this chapter take precedence over the citywide regulations found elsewhere in the Zoning Ordinance. In the event of a conflict between this chapter and another portion of the Zoning Ordinance, the provisions of this chapter shall govern. Any issue not specifically covered in the Specific Plan shall be subject to the regulations in the Zoning Ordinance and/or Upland Municipal Code (UMC). The Development Services Director may interpret the provisions of the Specific Plan on issues not specifically covered in the City's existing regulations in accordance with Chapter 9 (Administration and Implementation).

3. Administration

Compliance with the use and development standards in this chapter, in addition to the design standards and guidelines in Chapter 6, and other policies and regulations of this Specific Plan, shall be verified through the application and review procedures defined in Chapter 9, Implementation.

4. Using this Chapter

a. Purpose and General Provisions

Refer back to Section A to easily locate a topic and find page numbers to specific sections in this chapter.

b. Regulating Plan and Overlay Zones

Find the site in question and the district it is located within on the Regulating Plan Map shown in Figure 5-1 and described in Section B, Regulating Plan and Overlay Zones.

c. Permitted and Conditionally Permitted Uses

Refer to Table 5-1 (Permitted Uses) in Section C for a list of permitted and conditionally permitted uses for the district in which the site in question is located.

d. District-Specific Development Standards

Turn to the district in which the site is located for specific development standards pertaining to that district. District-specific development standards are provided in Section D of this chapter.

- Euclid—pg. 5-11
- Old Town—pg. 5-16
- Arrow Highway—pg. 5-21
- Civic Center—pg. 5-24
- Pleasant View—pg. 5-26
- Multi-Family/Senior Housing—pg. 5-29
- Citrus Transportation—pg. 5-32
- Residential Transit—pg. 5-35
- Olivedale—pg. 5-39

e. Project-Specific Development Standards

Turn to the applicable project-specific development standards for regulations that apply to projects in all districts. The following project-specific development standards are provided in Section E of this chapter.

- Historic Preservation and Adaptive Reuse—pg. 5-42
- Multi-Family Residential—pg. 5-44
- Mixed Use—pg. 5-48
- Live/Work—pg. 5-49
- Senior Housing—pg. 5-50
- Second Dwelling Units—pg. 5-51

f. General Development Standards

Turn to the applicable general development standards for regulations that apply to projects in all districts. The following general development standards are provided in Section F of this chapter.

- Frontage Types—pg. 5-52
- Fences and Walls—pg. 5-54
- Corner Cut-off—pg. 5-56
- Parking—pg. 5-57
- Open Space—pg. 5-65
- Landscaping—pg. 5-65
- Lighting—pg. 5-65
- Nonconforming Uses and Structures—pg. 5-67

g. Signs—pg. 71

Turn to the signage standards for a list of permitted sign types in Downtown and general and specific regulations applicable to individual sign types. For additional sign standards and guidelines, see Section B.19 (Signage) in Chapter 6.

h. Definitions—pg. 79

Turn to the definitions section for clarification on specific terminology found within this chapter.

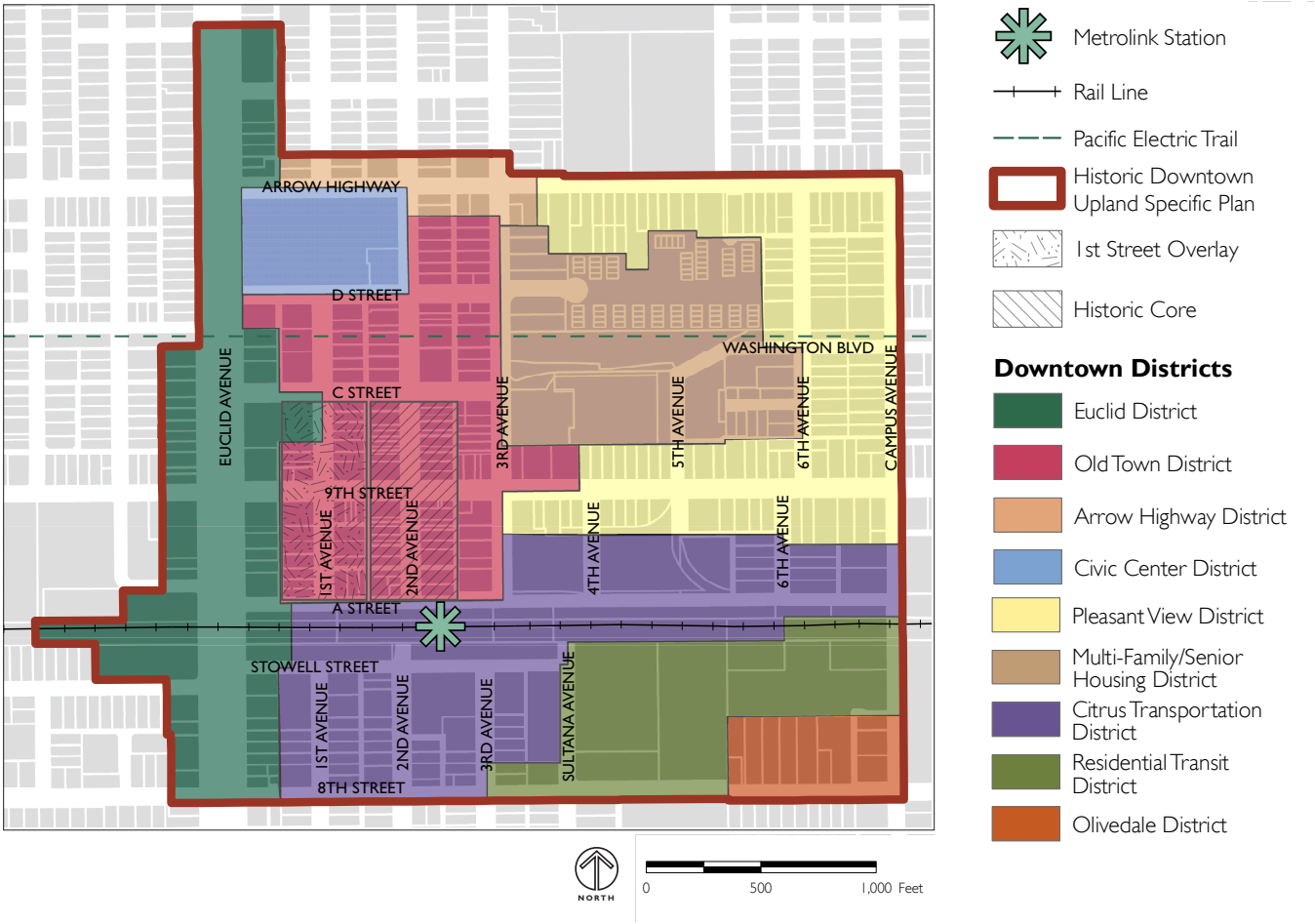
i. Graphics.

Illustrations and photographs accompany many concepts described in this chapter. The visuals demonstrate the application of standards for potential development and improvements that may occur in Downtown Upland. These representations are not intended to be prescriptive. Potential developments and improvements shall strive to create unique high-quality projects that respond to individual site conditions and context, drawing from the examples contained in this document as guidance only.

B. Regulating Plan and Overlay Zones

The Regulating Plan shown in Figure 5-1 shall serve as the zoning map for Downtown Upland. It designates the districts and overlays that apply to each site within Downtown Upland. This chapter provides development standards for each district and overlay shown in the Regulating Plan. Each district and overlay is described below.

Figure 5-1 **Downtown Districts**



1. Euclid District

Euclid Avenue is a grand and scenic corridor located along the western boundary of the Historic Downtown and is one of the City's most popular north-south thoroughfares. This district accommodates a variety of commercial and residential uses facing Euclid Avenue. The intent of the development standards, in conjunction with the design standards and guidelines provided in Chapter 6, is to ensure that Euclid remains a stately boulevard with deep landscaped setbacks and historic buildings, and that it forms a gateway into Downtown at key intersections. The standards also ensure that the portion of Euclid Avenue that is within the boundaries of the Specific Plan area is consistent with the portions of Euclid Avenue that are outside the Specific Plan boundaries, in recognition of its historical and cultural significance to the community. .A small portion of the Euclid District is within the 1st Avenue Overlay, as shown in Figure 5-1. Where not specified by the 1st Avenue Overlay, the overall Euclid District standards apply.

2. Old Town District

The Old Town District is the heart of Downtown Upland, where a mix of commercial and residential uses creates a vibrant and pedestrian-friendly environment. The development standards, in conjunction with the design standards and guidelines provided in Chapter 6, are intended to strengthen Old Town as a mixed-use district supported by an extensive network of pedestrian-friendly "green alleys" and a vibrant collection of outdoor dining areas, paseos, plazas, shopping, services and entertainment opportunities for residents, visitors, and employees of Downtown businesses.

Preservation of small-scale development in the historic core along 2nd Avenue is essential to the district, while allowing other areas to develop more intensely. To achieve both goals, the Specific Plan creates two overlay zones with different development standards than the rest of Old Town, as depicted in Figure 5-1. Where not specified by an overlay, the overall Old Town District standards apply.

The two Old Town Overlay Zones consist of:

- **Historic Core Overlay Zone- 2nd Avenue from C Street to A Street.** The purpose of this overlay zone is to preserve the small-scale character of buildings within this retail heart of Old Town.

- **1st Avenue Overlay- 1st Avenue from C Street to A Street.** This overlay zone is intended to provide opportunities for larger scale developments appropriate in scale with the adjacent Euclid District, while ensuring a sensitively scaled transition to buildings in the surrounding Old Town District.

3. Arrow Highway District

Within walking distance of all other Downtown districts, the Arrow Highway District acts as an important link and "gateway" into Downtown, allowing for a mix of low- to medium-intensity commercial and residential uses. The intent of the development standards, in conjunction with the design standards and guidelines provided in Chapter 6, is to form a pronounced gateway and pedestrian connection into Downtown from Arrow Highway, improve the streetscape and pedestrian environment, and protect transitions to adjacent residential neighborhoods.

4. Civic Center District

The Civic Center District is not expected to change during the next 30 years. Minimum envelope standards are included in this chapter and a separate review process will be required for any new development in this District.

5. Pleasant View District

The Pleasant View District will remain as an historic single-family residential neighborhood. Specific to the Pleasant View District, the development standards, in conjunction with the design standards and guidelines provided in Chapter 6, are in place to ensure preservation of the small-scale, historic, and eclectic character of the neighborhood.

6. Multi-Family Senior District

The Multi-Family/Senior District accommodates multi-family and senior housing in close proximity to the amenities and services in Old Town. The development standards, in conjunction with the design standards and guidelines provided in Chapter 6, are intended to ensure that new development is compatible with existing uses and neighboring single-family residences, and enhances connections to open space areas and the Downtown pedestrian network.

7. Citrus Transportation District

This District is an extension of the Old Town core, allowing a mix of entertainment, restaurants, retail and residential uses near the Metrolink station. It includes several historically significant buildings, including packing houses, that are associated with the early agricultural history in Upland. The development standards, in conjunction with the design standards and guidelines provided in Chapter 6, ensure that future development within this District is complementary to the historic character of Downtown Upland, while providing an opportunity for new businesses to locate in the area.

8. Residential Transit District

This transit-oriented District accommodates a large amount of multi-family housing in close proximity to the Upland Metrolink Station and the mixed-use districts of Old Town and Citrus Transportation. New street connections and the pedestrian crossing over the train tracks will bolster the district's ability to access and engage with the rest of the Downtown community. The development standards, in conjunction with the design standards and guidelines provided in Chapter 6, ensure quality development of higher density multi-family housing with appropriate form and character to protect the adjacent residential neighborhoods.

9. Olivedale District

This District is a traditional residential neighborhood within walking distance of the amenities and services of Downtown Upland. Characterized by relatively lower-density multi-family housing than the Residential Transit District, the Olivedale District provides additional housing opportunities in Downtown. The development standards, in conjunction with the design standards and guidelines provided in Chapter 6, are intended to ensure an adequate transition from the higher-density residential and mixed-uses in Downtown to the single-family residential neighborhoods to the south and east.

C. Permitted and Conditionally Permitted Uses

Permitted and conditionally permitted uses allowed in each district are provided in Table 5-1. In some cases there are specific requirements for ground-floor and upper-floor uses, which are also indicated in the table. "P" designates permitted land uses, "m" designates a use requiring a minor conditional use permit, and "M" designates a use that requires a major conditional use permit. All uses are defined in Section H, Definitions.

Land uses that are not listed or not labeled "P", "m" or "M" are not permitted. The development application and review process for permitted and conditionally permitted land uses is provided in Chapter 9, Implementation, of this Specific Plan.

The following uses are expressly prohibited in all districts in Downtown Upland:

i. Ambulance service, excepting offices;
ii. Automotive sales, including brokerages;
iii. Automotive repair (minor and major);
iv. Lodges, fraternity or sorority houses or similar places of regular, long-term, or frequent high-occupancy lodging;
v. Drive-thru establishments;
vi. Outdoor display of merchandise;
vii. Outdoor rental or storage yards;
viii. Pawnshops; and
ix. Any other uses that, after evaluation by the Planning Commission, may have characteristics that are adverse to the intent and purpose of the Specific Plan.

Table 5-1 **Permitted Land Uses**

Land Uses	Permitted Uses by District																			
Key to Permit Requirements P = Permitted Use C = Conditional Use Permit Required m = Minor Conditional Use Permit Required	Euclid[1]		Old Town[1]		Historic Core		Arrow Highway		Civic Center		Pleasant View		Multi-Family/ Senior Housing		Citrus Transportation		Residential Transit		Olivedale	
	Ground	Upper	Ground	Upper	Ground	Upper	Ground	Upper	Ground	Upper	Ground	Upper	Ground	Upper	Ground	Upper	Ground	Upper	Ground	Upper
Residential																				
Multi-family Residential	P	P		P		P	P	P					P	P	P	P	P	P	P	P
Residential Care Facility	P	P											P	P						
Second Dwelling Unit											P	P								
Senior Housing	P	P		P		P	P	P					P	P	P	P	P	P	P	P
Single-Family Residential	P	P									P	P					P[2]	P[2]	P	P
Institutional																				
Cultural Use (Assembly)	m	m	m	m	m	m	m	m	m	m	m	m			m	m				
Cultural Use (Non-Assembly)	P	P	P	P	P	P	P	P	P	P	P	P			P	P				
Government Office	P	P	P	P	P	P	P	P	P	P					P	P				
Park or Recreational Facility	P		P		P		P		P		P		P		P		P		P	
Public Facility	P	P	P	P	P	P	P	P	P	P			P	P	P	P				
School	C	C	C	C	C	C	C	C					C	C	C	C	C	C		
Commercial																				
Adult Business	Subject to Chapter 17.122 of the Municipal Code																			
Alcoholic Beverage Sales (Off-Site, <25% GFA devoted to sale of alcohol)	m	m	m	m	m	m	m	m							m	m				
Alcoholic Beverage Sales (Off-Site, >25% GFA devoted to sale of alcohol)	C	C	C	C	C	C	C	C							C	C				
Animal Sales & Services (boarding)	P	P					P	P							P	P				
Animal Sales & Services (non-boarding)	P	P	P	P	P	P	P	P							P	P				
ATM	P	P	P	P	P	P	P	P					P	P	P	P				
Bank or Financial Services	P	P	P	P	P	P	P	P							P	P				
Bar or Night Club	C	C	m	m	m	m	C	C							m	m				
Commercial Recreation/Entertainment (indoor)	P	P	P	P	P	P	P	P							P	P				
Commercial Recreation/Entertainment (outdoor)							P	P			P	P			P	P				
Convenience Store	P	P	P	P	P	P	P	P							P	P				
Grocery Store	P	P	P	P	P		P	P							P	P				
Health/Fitness Facility	P	P	P	P	P	P	P	P					P	P	P	P				
Instructional or Production Studio	P	P	P	P	P	P	P	P							P	P				
Live Entertainment/Dancing[3]	C	C	C	C	C	C	C	C							C	C				
Personal Services (excluding salon/barbershop)	P	P	P	P	P	P	P	P							P	P				
Restaurant (fast food, excluding drive-through)	P	P	P	P	m	m	P	P							P	P				
Restaurant (full service, sit-down, serving no alcohol)	P	P	P	P	P	P	P	P							P	P				

Table 5-1 **Permitted Land Uses** (Continued)

Land Uses	Permitted Uses by District																			
Key to Permit Requirements P = Permitted Use C = Conditional Use Permit Required m = Minor Conditional Use Permit Required	Euclid[1]		Old Town[1]		Historic Core		Arrow Highway		Civic Center		Pleasant View		Multi-Family/ Senior Housing		Citrus Transportation		Residential Transit		Olivedale	
	Ground	Upper	Ground	Upper	Ground	Upper	Ground	Upper	Ground	Upper	Ground	Upper	Ground	Upper	Ground	Upper	Ground	Upper	Ground	Upper
Commercial (Continued)																				
Restaurant (full service, sit-down, serving alcohol)	m	m	m	m	m	m	m	m							m	m				
Retail Store, General	P	P	P	P	P	P	P	P							P	P				
Salon/Barbershop	m	m	m	m	m	m	m	m							m	m				
Sidewalk Café[4]	P		P		P										P					
Specialty Food Store	P	P	P	P	P	P	P	P							P	P				
Office/Professional																				
Business Support Services	P	P	P	P		P	P	P	P	P					P	P				
Medical or Dental Laboratory	P	P	m	P		P	P	P							C	C				
Medical or Dental Office	P	P	P	P		P	P	P							P	P				
Urgent Care Facility	P	P					P	P												
Home Occupation[5]	P	P		P		P	P	P			P	P	P	P	P	P	P	P	P	P
Professional Office	P	P	P	P		P	P	P							P	P				
Other																				
Accessory Uses (habitable)	P	P	P		P		P		P		P	P	P		P		P		P	
Accessory Uses (nonhabitable)	P	P	P		P		P		P		P	P	P		P		P		P	
Bed & Breakfast[6]	P	P	P	P		P									P	P				
Day Care Center - Small	C		C				C						C		C		C		C	
Day Care Center - Large	C		C				C						C		C					
Hotel (limited stay)	P	P	P	P		P	P	P							P	P				
Motel (limited stay)	P	P																		
Light Industrial	P						P								P					
Live/Work[7]	P	P	P	P	P	P	P	P							P	P				
Mixed-Use[7]	P	P	P	P	P	P	P	P							P	P				
Parking-Surface	P		P				P		P	P			P		P		P		P	
Parking-Structured	P	P	P	P			P	P	P	P			P	P	P	P	P	P	P	P
Wireless Communication Facilities[8]	P	P	P	P			P	P	P	P			P	P	P	P				

[1]Includes 1st Avenue Overlay

[2]Single-Family Residential in the Residential Transit District is subject to the Multi-Family Residential standards in Section E.2. Detached Single-Family Residential shall comprise no more than 1/3 of total development in the Residential Transit District.

[3]Either as the sole use or in conjunction with a permitted or conditionally permitted use.

[4]Per Chapter 17.144 of Municipal Code

[5]Per Chapter 17.124 of Municipal Code

[6]Per Chapter 17.154 of Municipal Code

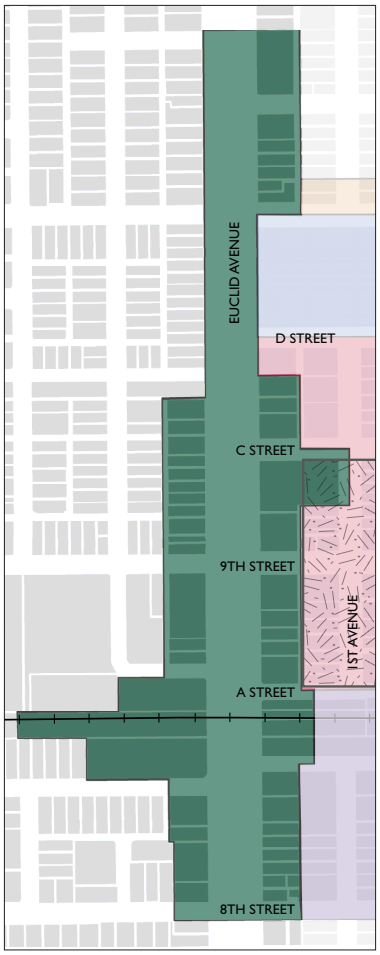
[7]All habitable areas of the ground floor shall be devoted to and constructed to accommodate non-residential uses as permitted in Table 5-1. Residential uses shall be on upper floors only.

[8]Per Chapter 17.156 of Municipal Code

D. District-Specific Development Standards

This section includes development standards for each Downtown district and must be considered together with the design standards and guidelines presented in Chapter 6. For additional project-specific standards and other general development standards, refer to Sections E and F, respectively, in this chapter. Signage standards are provided in Section G in this chapter.

1. Euclid District



Euclid District

1st Avenue Overlay Zone

a. Permitted Uses

See Table 5-1 for a complete list of permitted and conditionally permitted uses; unlisted uses are not allowed.

Desired Primary Uses: Office, Retail, Single-Family Residential, Multi-Family Residential, Mixed-Use, and Institutional

b. Expansion of Uses

The following provisions shall apply to properties to the west of Euclid Avenue:

i. Expansion of Use of Residential Structures

The use, modification and/or conversion of any single-family residential dwelling and/or its accessory structure(s) for a more intensive use than for which it was originally

designed and intended (e.g., multiple-family dwelling, commercial or industrial use, etc.), shall not be permitted except as may otherwise be authorized as a conditional use, in accordance with all procedures and requirements for a Major Use Permit as described in Chapter 9, Implementation.

ii. Expansion of Commercial or Industrial Uses

The use, modification and/or conversion of any existing commercial or industrial building or structure for a more intensive purpose shall not be permitted except as may otherwise be authorized as a conditional use, in accordance with all procedures and requirements for a Major Use Permit as described in Chapter 9, Implementation.

iii. Expansion of Existing Drive-Through Establishments

Drive-through, outdoor drive-in, and/or walk-up services when associated with an existing nostalgic fast food restaurant shall be considered non-conforming. For the purposes of this provision, "nostalgic" is defined as an architectural style reflecting the car culture of the 1950's and early 1960's for drive-in restaurants and coffee shops. The desired form of new restaurants shall be sit-down and pedestrian-oriented with outdoor seating, where feasible.

c. Allowed Frontage Types (See Section F.1 for general standards)

Porch, Stoop, Forecourt, Arcade, Gallery

d. Minimum Lot Dimensions

Minimum lot width: 90 feet

Minimum lot depth: None

e. Maximum Lot Coverage

West side of Euclid Avenue: Not to exceed 50 percent by all buildings and structures

f. Development Intensity

i. Euclid

- West side of Euclid Avenue Residential Density: 25 du/acre maximum
- East side of Euclid Avenue Residential Density: 40 du/acre maximum

ii. 1st Street Overlay

- Residential Density: 55 du/acre maximum

g. Height

i. Euclid

Primary Structure:

- West side of Euclid Avenue: 2.5 stories or 35 feet maximum
- East side of Euclid Avenue: 3 stories or 40 feet maximum
- Ground floor height (retail, commercial or public uses): 12 feet minimum clear floor to ceiling height

Accessory Structure: 1 story or 14 feet maximum

Architectural Feature: may exceed the given height limit of a primary structure by a maximum of 10 feet if the feature is appropriate to the architectural style of the building.

ii. 1st Street Overlay

Primary Structure:

- 2 stories minimum, 4 stories or 55 feet maximum
- Ground floor height (retail, commercial or public uses): 12 feet minimum clear floor to ceiling height

Accessory Structure: No minimum, 1 story or 14 feet maximum

Architectural Feature: may exceed the given height limit of a primary structure by a maximum of 10 feet if the feature is appropriate to the architectural style of the building.

h. Setbacks

All setback areas facing a street or alley not devoted to walkways and driveways shall be properly landscaped and maintained in compliance with UMC Chapter 17.26.

i. Euclid

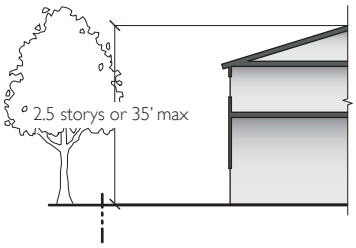
Setback along Euclid: An average of 25 feet on an individual site, with no portion of any building(s) or structure(s) located closer than 15 feet from the front property line.

Upper Floor Setback along Euclid: 20 feet minimum at the third story on the east side of Euclid.

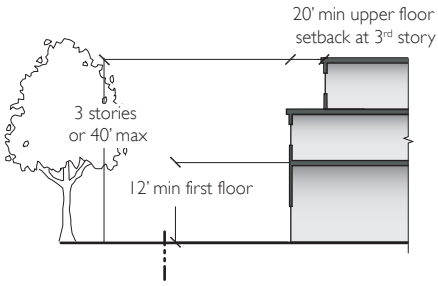
Side or Side Alley Setback:

- Corner lot: 0 feet minimum, 10 feet maximum.
- Interior lot: 0 feet minimum for adjacent zero-lot line products (townhome, rowhouse or similar which share a party wall), subject to the requirements of UMC Chapter 15, Buildings and Construction. 5 feet minimum for lots adjacent to detached buildings on another lot.

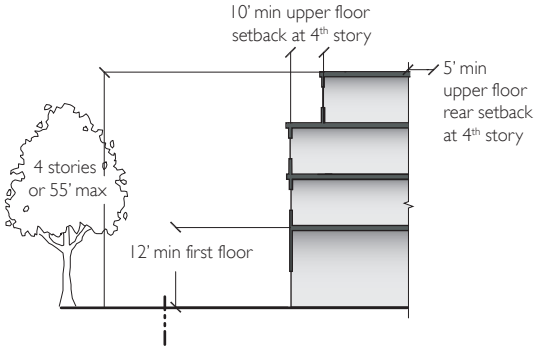
Euclid West Height Diagram



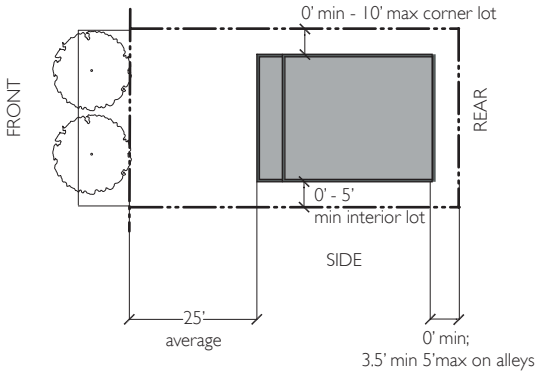
Euclid East Height Diagram



1st Street Overlay Height Diagram



Euclid Setbacks Diagram



- Side alley: 3.5 feet minimum, 5 feet maximum. When properly designed to accommodate it, such yard may be set back further to allow for semi-public spaces, vehicle parking and/or loading purposes.

Rear or Rear Alley Setback:

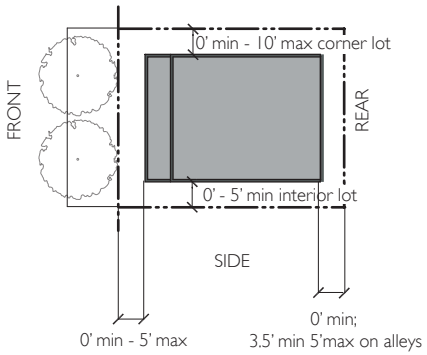
- Primary or accessory structure: 0 feet minimum, no maximum
- Primary or accessory structure fronting alley: 3.5 feet minimum, 5 feet maximum. When properly designed to accommodate it, such yard may be set back further to allow for semi-public spaces, vehicle parking and/or loading purposes.

ii. 1st Street Overlay

Front Setback: 0 feet minimum, 5 feet maximum

Upper Floor Front Setback: 10 feet minimum at the fourth story

1st Street Overlay Setbacks Diagram



Side or Side Alley Setback:

- Corner lot: 0 feet minimum, 10 feet maximum; except 5 feet minimum at fourth story on the streetside setback.
- Interior lot: 0 feet minimum for adjacent zero-lot line products (townhome, rowhouse or similar which share a party wall) subject to the requirements of UMC Chapter 15, Buildings and Construction. 5 feet minimum for lots adjacent to detached buildings on another lot.
- Side alley: 3.5 feet minimum, 5 feet maximum. When properly designed to accommodate it, such yard may be set back further to allow for semi-public spaces, vehicle parking and/or loading purposes.

Rear or Rear Alley Setback:

- Primary or accessory structure: 0 feet minimum, no maximum
- Primary or accessory structure fronting alley: 3.5 feet minimum, 5 feet maximum. When properly designed to accommodate it, such yard may be set back further to allow for semi-public spaces, vehicle parking and/or loading purposes.

Upper Floor Rear Setback: 5 feet minimum at the 4th story

i. Vehicle Access Parking and Loading Requirements

There shall be no direct vehicular access either to or from any commercial, commercial/professional, industrial or multi-family developments onto Euclid Avenue.

j. Projections and Encroachments

All encroachments into the public right-of-way will require an encroachment permit as defined in Chapter 9, Implementation. In addition to the requirements listed in this section, all frontage types are subject to the requirements specified in Section F.1 (Frontage Types) in this chapter.

Architectural Features: 2.5 feet maximum into all setback areas and the public right-of-way, provided there is 12 feet clear from the top of the sidewalk to the underside of the projection.

Porches and Stoops (covered and unenclosed):

- Front and rear setback: 6 feet maximum
- Side setback: 2.5 feet maximum

Balconies (open):

- Front and rear setback: 6 feet maximum
- Side setback: 2.5 feet maximum
- Public right-of-way: 3.5 feet maximum with 12 feet minimum clear from top of sidewalk to underside of balcony

Awnings and Canopies:

- Front and rear setback: 6 feet maximum
- Side setback: 2.5 feet maximum
- Public right-of-way: 3.5 feet maximum with 8 feet minimum clear from top of sidewalk to the underside of awning or canopy

Bay Windows:

- All setback areas: 2.5 feet maximum
- Public right-of-way: 3.5 feet maximum on upper floors only with 12 feet minimum clear from top of sidewalk to underside of window
- 8 feet maximum length horizontally with either squared-off or angled returns
- 6 feet minimum should separate bay windows horizontally

Arcades and Galleries

- Public right-of-way: 4 feet minimum; 3.5 feet maximum sidewalk width between the curb and face of the arcade or gallery (except at curb extensions for intersections). Arcades and galleries shall provide a minimum of 4 feet horizontal clear area within the public right-of-way.

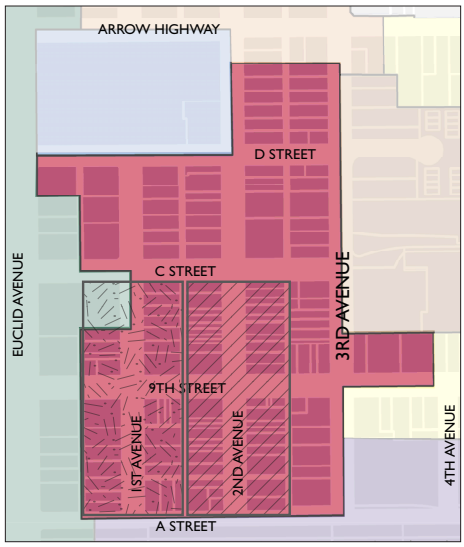
k. Transparency

Minimum 70 percent transparency where ground floor use is non-residential, commercial or office.

l. Public Right-of-Way Streetscape

All improvements within the Euclid Avenue right-of-way shall protect, preserve, and enhance the unique attributes of the street as a valuable resource of the community. In addition, the design of all improvements within the Euclid Avenue right-of-way that is located within the boundaries of the Specific Plan shall be consistent with the design and improvement of the remainder of Euclid Avenue to achieve a uniform streetscape appearance and recognize its purpose as a planned roadway with a center parkway.

2. Old Town District



Historic Core Overlay

1st Avenue Overlay

a. Permitted Uses

See Table 5-1 for a complete list of permitted and conditionally permitted uses; unlisted uses are not allowed.

Desired Primary Uses: Retail, Restaurants, Mixed-Use Residential, and Parking

b. Allowed Frontage Types (See Section F.1 for general standards)

Forecourt/Patio, Arcade, Gallery

c. Minimum Lot Dimensions

i. Old Town

Minimum lot width: 50 feet

Minimum lot depth: 150 feet

ii. Historic Core and 1st Street Overlay

Minimum lot width: 44 feet

Minimum lot depth: 140 feet

d. Maximum Lot Coverage

100 percent, less required setbacks

e. Development Intensity

i. Old Town

Residential Density: 35 du/acre maximum

ii. Historic Core Overlay

Residential Density: 25 du/acre maximum

iii. 1st Street Overlay

Residential Density: 55 du/acre maximum

f. Height

i. Old Town

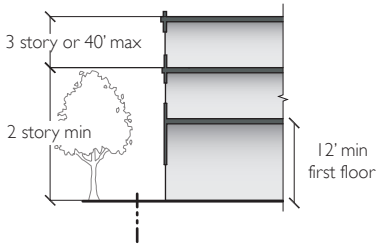
Primary Structure:

- 2 stories minimum, 3 stories or 40 feet maximum
- Ground floor height (retail, commercial or public uses): 12 feet minimum clear floor to ceiling height

Accessory Structure: No minimum, 1 story or 14 feet maximum

Architectural Feature: may exceed the given height limit of a primary structure by a maximum of 10 feet if the feature is appropriate to the architectural style of the building.

Old Town Height Diagram



ii. Historic Core Overlay

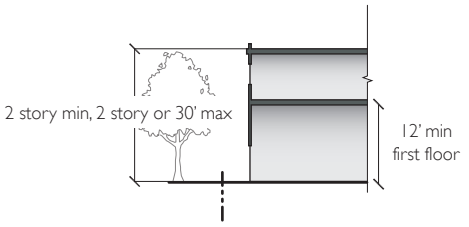
Primary Structure:

- 2 stories minimum, 2 stories or 30 feet maximum
- Ground floor height (retail, commercial or public uses): 12 feet minimum clear floor to ceiling height

Accessory Structure: No minimum, 1 story or 14 feet maximum

Architectural Feature: may exceed the given height limit of a primary structure by a maximum of 10 feet.

Historic Core Overlay Height Diagram



iii. 1st Street Overlay

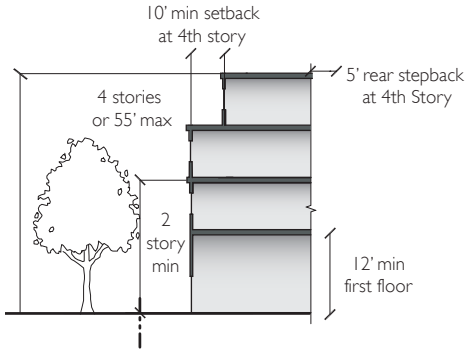
Primary Structure:

- 2 stories minimum, 4 stories or 55 feet maximum
- Ground floor height (retail, commercial or public uses): 12 feet minimum clear floor to ceiling height

Accessory Structure: No minimum, 1 story or 14 feet maximum

Architectural Feature: may exceed the given height limit of a primary structure

1st Street Overlay Height Diagram



by a maximum of 10 feet if the feature is appropriate to the architectural style of the building.

g. Setbacks

All setback areas facing a street or alley not devoted to walkways and driveways shall be properly landscaped and maintained in compliance with UMC Chapter 17.26.

i. Old Town

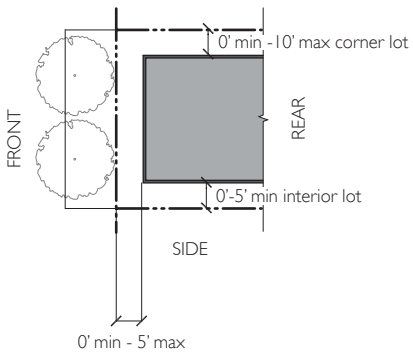
Front Setback:

- 0 feet minimum, 5 feet maximum

Side or Side Alley Setback:

- Corner lot: 0 feet minimum, 10 feet maximum
- Interior lot: 0 feet minimum for adjacent zero-lot line products (townhome, row-house or similar which share a party wall) subject to the requirements of UMC Chapter 15, Buildings and Construction. 5 feet minimum for lots adjacent to detached buildings on another lot.
- Side alley: 3.5 feet minimum, 5 feet maximum. When properly designed to accommodate it, such yard may be set back further to allow for semi-public spaces, vehicle parking and/or loading purposes.

Old Town Setbacks Diagram



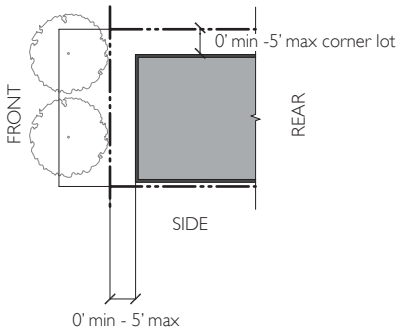
Rear or Rear Alley Setback:

- Primary or accessory structure: 0 feet minimum, no maximum
- Primary or accessory structure fronting alley: no minimum, 5 feet maximum. When properly designed to accommodate it, such yard may be set back further to allow for semi-public spaces, vehicle parking and/or loading purposes.

ii. Special Street Setback Requirements:

- Property on the east side of 3rd Avenue: 10 feet minimum, no maximum on the side of the building facing 3rd Avenue
- Property on Euclid Avenue: An average of 25 feet on the side of the building facing Euclid Avenue, with no portion of any building(s) or structure(s) located closer than 15 feet from the property line along Euclid Avenue, and subject to the setback for building height for properties facing Euclid Avenue in Section D.1.h.i.

Historic Core Setbacks Diagram



iii. Historic Core Overlay

Front Setback: 0 feet minimum, 5 feet maximum

Side or Side Alley Setback:

- Corner lot: 0 feet minimum, 5 feet maximum
- Interior lot: 0 feet minimum, subject to the requirements of UMC Chapter 15, Buildings and Construction.

- Side alley: 3.5 feet minimum, 5 feet maximum. When properly designed to accommodate it, such yard may be set back further to allow for semi-public spaces, vehicle parking and/or loading purposes.

Rear or Rear Alley Setback:

- Primary or accessory structure: 0 feet minimum, no maximum
- Primary or accessory structure fronting alley: no minimum, 5 feet maximum. When properly designed to accommodate it, such yard may be set back further to allow for semi-public spaces, vehicle parking and/or loading purposes.

iv. 1st Street Overlay

Front Setback: 0 feet minimum, 5 feet maximum

Upper Floor Front Setback: 10 feet minimum at the fourth story

Side or Side Alley Setback:

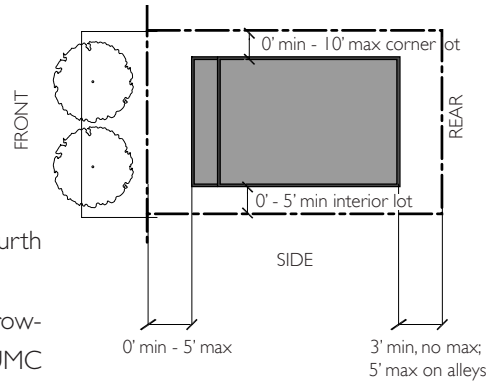
- Corner lot: 0 feet minimum, 10 feet maximum; except 5 feet minimum at fourth story on the streetside setback.
- Interior lot: 0 feet minimum for adjacent zero-lot line products (townhome, rowhouse or similar which share a party wall) subject to the requirements of UMC Chapter 15, Buildings and Construction. 5 feet minimum for lots adjacent to detached buildings on another lot.
- Side alley: 3.5 feet minimum, 5 feet maximum. When properly designed to accommodate it, such yard may be set back further to allow for semi-public spaces, vehicle parking and/or loading purposes.

Rear or Rear Alley Setback:

- Primary or accessory structure: 3 feet minimum, no maximum
- Primary or accessory structure fronting alley: 3 feet minimum, 5 feet maximum. When properly designed to accommodate it, such yard may be set back further to allow for semi-public spaces, vehicle parking and/or loading purposes.

Upper Floor Rear Setback: 5 feet minimum at the 4th story

1st Street Overlay Setbacks Diagram



h. Vehicle Access Parking and Loading Requirements

There shall be no direct vehicular access either to or from any property onto 2nd Avenue, 9th Street, or Euclid Avenue.

i. Projections and Encroachments

All encroachments into the public right-of-way will require an encroachment permit as defined in Chapter 9, Implementation. In addition to the requirements listed in this sec-

tion, all frontage types are subject to the requirements specified in Section F.1 (Frontage Types) in this chapter.

Architectural Features: 2.5 feet maximum into all setback areas and the public right-of-way, provided there is 12 feet clear from the top of the sidewalk to the underside of the projection.

Balconies (open):

- Front and rear setback: 5 feet maximum
- Side setback: 2.5 feet maximum
- Public right-of-way: 3.5 feet maximum with 12 feet minimum clear from top of sidewalk to underside of balcony

Awnings and Canopies:

- Front and rear setback: 5 feet maximum
- Side setback: 2.5 feet maximum
- Public right-of-way: 3.5 feet maximum with 8 feet minimum clear from top of sidewalk to underside of awning or canopy

Bay Windows:

- All setback areas: 2.5 feet maximum
- Public right-of-way: 3.5 feet maximum on upper floors only with 12 feet minimum clear from top of sidewalk to underside of window
- 8 feet maximum length horizontally with either squared-off or angled returns
- 6 feet minimum should separate bay windows horizontally

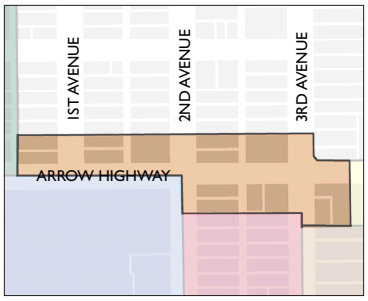
Arcades and Galleries:

- Public right-of-way: 4 feet minimum; 3.5 feet maximum sidewalk width between the curb and face of the arcade or gallery (except at curb extensions for intersections). Arcades and galleries shall provide a minimum of 4 feet horizontal clear area within the public right-of-way.

j. Transparency

Minimum 70 percent transparency where ground floor use is non-residential, commercial or office.

3. Arrow Highway District



a. Permitted Uses

See Table 5-1 for a complete list of permitted and conditionally permitted uses; unlisted uses are not allowed.

Desired Primary Uses: Mixed-Use Residential, Mixed-Use Office, and Multi-Family Residential

b. Allowed Frontage Types (See Section F.1 for general standards)

Porch, Stoop

c. Minimum Lot Dimensions

Minimum lot width: 50 feet

Minimum lot depth: 150 feet

d. Maximum Lot Coverage

100 percent, less required setbacks

e. Development Intensity

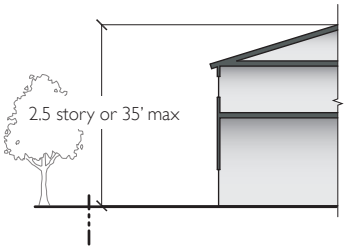
Residential Density: 15 du/acre maximum

f. Height

i. North Side of Arrow

Primary Structure: 2.5 stories or 35 feet maximum

North Side of Arrow Height Diagram



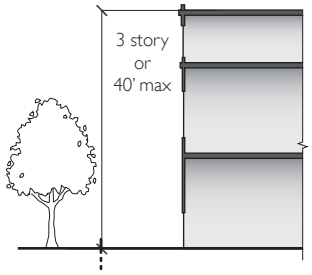
Accessory Structure: 1 story or 14 feet maximum

Architectural Feature: may exceed the given height limit of a primary structure by a maximum of 10 feet if the feature is appropriate to the architectural style of the building.

ii. South Side of Arrow

Primary Structure: 3 stories or 40 feet maximum

South Side of Arrow Height Diagram



Accessory Structure: 1 story or 14 feet maximum

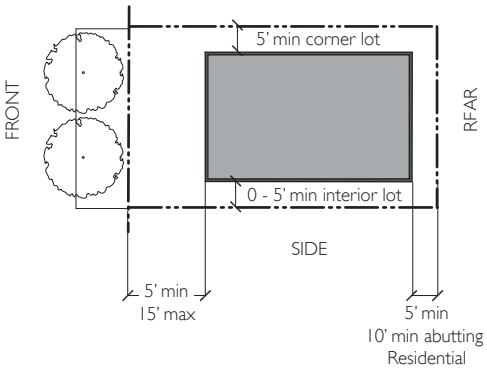
Architectural Feature: may exceed the given height limit of a primary structure by a maximum of 10 feet if the feature is appropriate to the architectural style of the building.

g. Setbacks

All setback areas facing a street or alley not devoted to walkways and driveways shall be properly landscaped and maintained in compliance with UMC Chapter 17.26.

Front Setback: 5 feet minimum, 15 feet maximum

Arrow Setbacks Diagram



Side or Side Alley Setback:

- Corner lot: 5 feet minimum, no maximum
- Interior lot: 0 feet minimum for adjacent zero-lot line products (townhome, rowhouse or similar which share a party wall) subject to the requirements of UMC Chapter 15, Buildings and Construction. 5 feet minimum for lots adjacent to detached buildings on another lot.
- Side alley: 3.5 feet minimum, 5 feet maximum. When properly designed to accommodate it, such yard may be set back further to allow for semi-public spaces, vehicle parking and/or loading purposes.

Rear or Rear Alley Setback:

- Primary or accessory structure: 5 feet minimum, no maximum
- Primary or accessory structure fronting alley: no minimum, 5 feet maximum. When properly designed to accommodate it, such yard may be set back

further to allow for semi-public spaces, vehicle parking and/or loading purposes.

Special Setback Requirements:

- Non-residential development abutting residential uses shall add 5 feet to the minimum required setback dimension on the side of the property abutting the residential use.

h. Vehicle Access Parking and Loading Requirements

Vehicular access either to or from any corner property shall be from a side street or alley.

i. Projections and Encroachments

All encroachments into the public right-of-way will require an encroachment permit as defined in Chapter 9, Implementation. In addition to the requirements listed in this section, all frontage types are subject to the requirements specified in Section F.1 (Frontage Types) in this chapter.

Architectural Features: 2.5 feet maximum into all setback areas

Porches and Stoops (covered and unenclosed):

- Front and rear setback: 2 feet maximum
- Side setback: 2.5 feet maximum

Balconies (open):

- Front and rear setback: 2 feet maximum
- Side setback: 2.5 feet maximum
- Public right-of-way: 2 feet maximum with minimum 12 feet clear from top of sidewalk to underside of balcony

Awnings and Canopies:

- Front and rear setback: 3.5 feet maximum
- Side setback: 2.5 feet maximum
- Public right-of-way: 3.5 feet maximum with minimum 8 feet clear from top of sidewalk to underside of awning or canopy

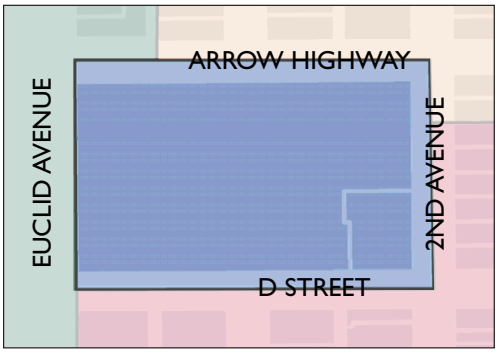
Bay Windows:

- All setback areas: 2.5 feet maximum
- 8 feet maximum length horizontally with either squared-off or angled returns
- 6 feet minimum should separate bay windows horizontally

j. Transparency

Minimum 70 percent transparency where ground floor use is non-residential, commercial or office.

4. Civic Center District



The following standards are minimum envelope standards for new development and additions to existing structures in the Civic Center District.

a. Permitted Uses

See Table 5-1 for a complete list of permitted and conditionally permitted uses; unlisted uses are not allowed.

Desired Primary Uses: Government Office and Public Facility

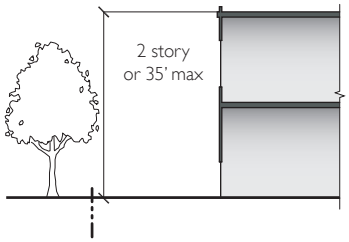
b. Height

Primary Structure: 2 stories or 35 feet maximum

Accessory Structure: 1 story or 14 feet maximum

Architectural Feature: may exceed the given height limit of a primary structure by a maximum of 10 feet if the feature is appropriate to the architectural style of the building.

Civic Center Height Diagram



c. Setbacks

All setback areas facing a street or alley not devoted to walkways and driveways shall be properly landscaped and maintained in compliance with UMC Chapter 17.26.

Front Setback:

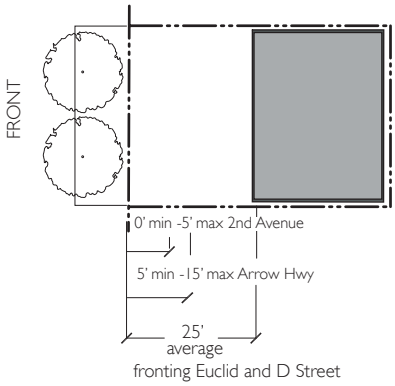
Fronting Euclid Avenue: An average of 25 feet on an individual site, with no portion of any building(s) or structure(s) located closer than 15 feet from the front property line.

Fronting D Street: An average of 25 feet on an individual site, with no portion of any building(s) or structure(s) located closer than 15 feet from the front property line.

Fronting 2nd Avenue: 0 feet minimum, 5 feet maximum

Fronting Arrow Highway: 5 feet minimum, 15 feet maximum

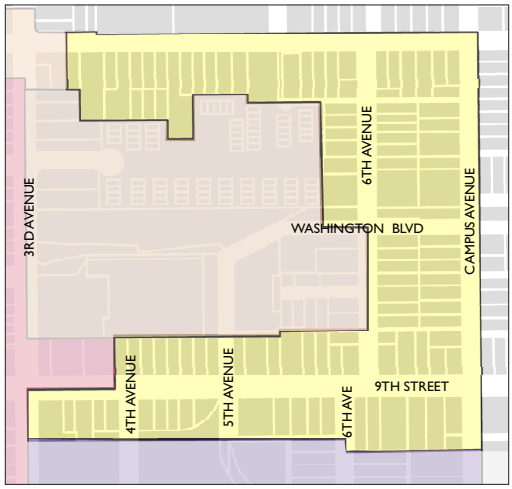
Civic Center Setbacks Diagram



d. Vehicle Access Parking and Loading Requirements

There shall be no direct vehicular access either to or from any property onto Euclid Avenue.

5. Pleasant View District



a. Permitted Uses

See Table 5-1 for a complete list of permitted and conditionally permitted uses; unlisted uses are not allowed.

Desired Primary Use: Single-Family Residential

b. Allowed Frontage Types (See Section F.1 for general standards)

Porch, Stoop

c. Development Intensity

Residential Density: 6 du/acre maximum

d. Minimum Lot Area

7,500 square feet, excepting as provided in UMC Section 17.38.080 for lots of record; provided, further, that the minimum area of any reversed corner lot shall be not less than 8,250 square feet.

e. Minimum Lot Dimensions

Minimum Lot Width:

Interior lots: 60 feet

Corner lots: 65 feet

Minimum Lot Depth: 100 feet

f. Maximum Lot Coverage

35 percent of the total lot area

g. Minimum Floor Area for Main Dwelling

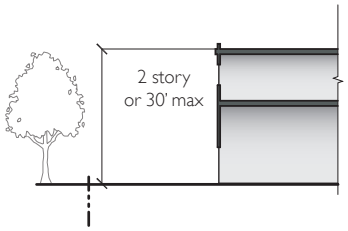
1,400 square feet of enclosed floor area, exclusive of any accessory buildings.

h. Height

Primary Structure: 2 stories or 30 feet maximum

Accessory Structure: 1 story or 14 feet maximum

Pleasant View Height Diagram



i. Setbacks

All setback areas facing a street or alley not devoted to walkways and driveways shall be properly landscaped and maintained in compliance with UMC Chapter 17.26.

Front Setback:

- 25 feet minimum, no maximum
- Upper Floor Front Setback: 5 feet minimum at the second story
- Garage Setback: 5 feet minimum from primary front façade of home when the garage door faces the street

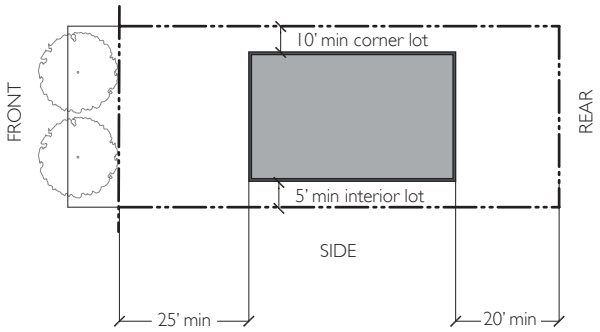
Side Setback:

- Corner lot: 10 feet minimum, no maximum
- Interior lot: 5 feet minimum, no maximum

Rear or Rear Alley Setback:

- Primary structure: 20 feet minimum, no maximum
- Accessory structure: 5 feet minimum, no maximum

Pleasant View Setbacks Diagram



j. Vehicle Access Parking and Loading Requirements

Where a property has direct access to an alley, vehicular access either to from the property shall be from the alley.

k. Projections

In addition to the requirements listed in this section, all frontage types are subject to the requirements specified in Section F.1 (Frontage Types) in this chapter.

Architectural Features: 2.5 feet maximum into all setback areas

Porches and Stoops (covered and unenclosed):

- Front and rear setback: 6 feet maximum
- Side setback: 2.5 feet maximum

Balconies (open)

- Front and rear setback: 6 feet maximum
- Side setback: 2.5 feet maximum

Bay Windows:

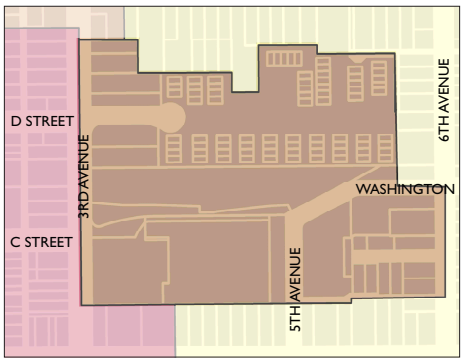
- All setback areas: 2.5 feet maximum
- 8 feet maximum length horizontally with either squared-off or angled returns
- 6 feet minimum should separate bay windows horizontally

Fences, Walls, Hedges and Landscape Architectural Features:

- Openwork fences, walls, hedges, landscape architectural features, including patios, open air grills and similar features, or guard railings for safety protection around depressed ramps: not more than 3.5 feet in height in the front yard setback but can be 6 feet on the side and rear areas of the lot behind the front yard setback, except in areas where a 6 foot wall would preclude sight visibility from a driveway to a street or alley. In addition, a fence or wall up to 8 feet in height may be allowed within the interior side or rear setback when the portions above 6 feet are of an open design (e.g., lattice, wrought iron or grille work). See Section F.2 (Fences and Walls) for additional development standards.

l. Distance between Buildings: per UMC and Design Guidelines

6. Multi-Family/Senior District



a. Permitted Uses

See Table 5-1 for a complete list of permitted and conditionally permitted uses; unlisted uses are not allowed.

Desired Primary Uses: Multi-Family Residential and Senior Housing

b. Allowed Frontage Types (See Section F.1 for general standards)

Porch, Stoop, Forecourt/Patio

c. Minimum Lot Dimensions

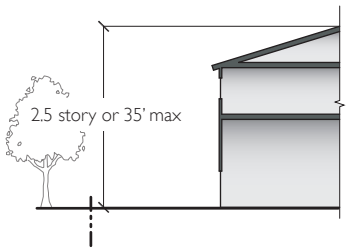
Minimum lot width: 50 feet

Minimum lot depth: 150 feet

d. Development Intensity

Residential Density: 25 du/acre maximum

Multi-Family/Senior Height Diagram



e. Height

Primary Structure: 2.5 stories or 35 feet maximum

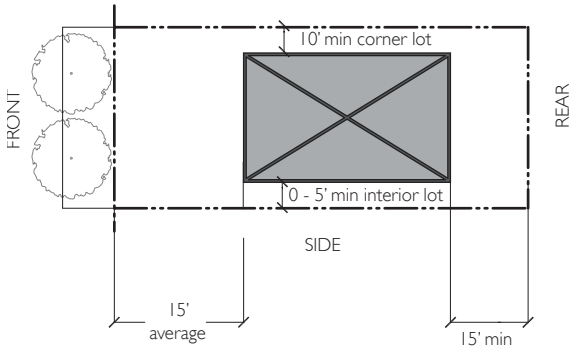
Accessory Structure: 1 story or 14 feet maximum

Architectural Feature: may exceed the given height limit of a primary structure by a maximum of 10 feet if the feature is appropriate to the architectural style of the building.

f. Setbacks

All setback areas facing a street or alley not devoted to walkways and driveways shall be properly landscaped and maintained in compliance with UMC Chapter 17.26.

Multi-Family/Senior Setbacks Diagram



Front Setback: An average of 15 feet, with no portion of any building(s) or structure(s) located closer than 5 feet from the front property line. Such area to be fully landscaped excepting for walkways.

Side or Side Alley Setback:

- Corner lot: 10 feet minimum, no maximum
- Interior lot: 0 feet minimum for adjacent zero-lot line products (townhome, rowhouse or similar which share a party wall) subject to the requirements of UMC Chapter 15, Buildings and Construction. 5 feet minimum for lots adjacent to detached buildings on another lot.
- Side alley: 3.5 feet minimum, 5 feet maximum. When properly designed to accommodate it, such yard may be set back further to allow for semi-public spaces, vehicle parking and/or loading purposes.

Rear or Rear Alley Setback:

- Primary structure: 15 feet minimum, no maximum
- Accessory structure: 5 feet minimum, no maximum
- Primary or accessory structure fronting alley: no minimum, 5 feet maximum. When properly designed to accommodate it, such yard may be set back further to allow for semi-public spaces, vehicle parking and/or loading purposes.

g. Projections

In addition to the requirements listed in this section, all frontage types are subject to the requirements specified in Section F.1 (Frontage Types) in this chapter.

Architectural Features: 2.5 feet maximum into all setback areas

Porches and Stoops (covered and unenclosed):

- Front and rear setback: 6 feet maximum
- Side setback: 2.5 feet maximum

Balconies (open)

- Front and rear setback: 6 feet maximum
- Side setback: 2.5 feet maximum

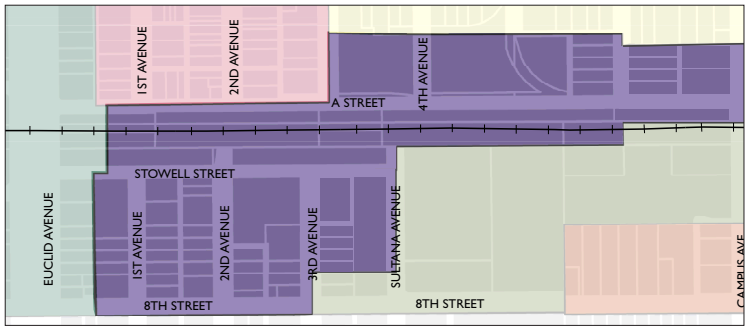
Awnings and Canopies:

- Front and rear setback: 6 feet maximum
- Side setback: 2.5 feet maximum

Bay Windows:

- All setback areas: 2.5 feet maximum
- 8 feet maximum length horizontally with either squared-off or angled returns
- 6 feet minimum should separate bay windows horizontally

7. Citrus Transportation District



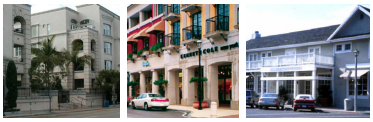
a. Permitted Uses

See Table 5-1 for a complete list of permitted and conditionally permitted uses; unlisted uses are not allowed.

Desired Primary Uses: Mixed-Use Residential, Retail, Restaurants, and Entertainment

b. Allowed Frontage Types (See Section F.1 for general standards)

Forecourt/Patio, Arcade, Gallery



c. Minimum Lot Dimensions

Minimum lot width: 50 feet

Minimum lot depth: 130 feet

d. Development Intensity

Residential Density: 55 du/acre maximum

e. Height

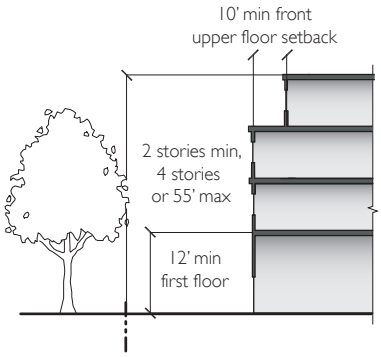
Primary Structure:

- 2 stories minimum, 4 stories or 55 feet maximum
- Ground floor height (retail, commercial or public uses): 12 feet minimum clear floor to ceiling height

Accessory Structure: No minimum, 1 story or 14 feet maximum

Architectural Feature: may exceed the given height limit of a primary structure by a maximum of 10 feet if the feature is appropriate to the architectural style of the building.

Citrus Height Diagram



f. Setbacks

All setback areas facing a street or alley not devoted to walkways and driveways shall be properly landscaped and maintained in compliance with UMC Chapter 17.26.

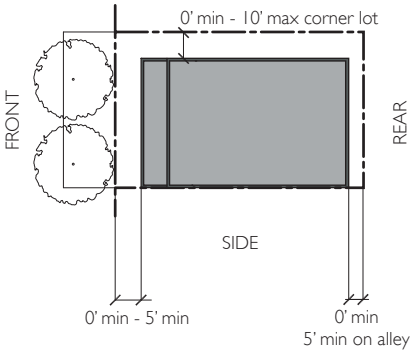
Front Setback: 0 feet minimum 5 feet maximum

Upper Floor Front Setback: 10 feet minimum at the fourth story

Side or Side Alley Setback:

- Corner lot: 0 feet minimum, 10 feet maximum; except 5 feet minimum at fourth story on the streetside setback.
- Interior lot: 0 feet minimum, subject to the requirements of UMC Chapter 15, Buildings and Construction; No maximum
- Side alley: 3.5 feet minimum, 5 feet maximum. When properly designed to accommodate it, such yard may be set back further to allow for semi-public spaces, vehicle parking and/or loading purposes.

Citrus Setbacks Diagram



Rear or Rear Alley Setback:

- Primary structure: 0 feet minimum, no maximum
- Primary or accessory structure fronting alley: 5 feet minimum, no maximum

Special Street Setback Requirements:

- Property on 2nd Avenue: 0 feet minimum, 5 feet maximum on the side of the building facing 2nd Avenue

g. Vehicle Access Parking and Loading Requirements

There shall be no direct vehicular access either to or from any property onto 2nd Avenue.

h. Projections and Encroachments

All encroachments into the public right-of-way will require an encroachment permit as defined in Chapter 9, Implementation. In addition to the requirements listed in this section, all frontage types are subject to the requirements specified in Section F.1 (Frontage Types) in this chapter.

Architectural Features: 2.5 feet maximum into all setback areas and the public right-of-way, provided there is 12 feet clear from the top of the sidewalk to the underside of the projection.

Balconies (open):

- Front and rear setback: 5 feet maximum
- Side setback: 2.5 feet maximum
- Public right-of-way: 3.5 feet maximum with 12 feet minimum clear from top of sidewalk to underside of balcony

Awnings and Canopies:

- Front and rear setback: 5 feet maximum
- Side setback: 2.5 feet maximum
- Public right-of-way: 3.5 feet maximum with 8 feet minimum clear from top of sidewalk to underside of awning or canopy

Bay Windows:

- All setback areas: 2.5 feet maximum
- Public right-of-way: 3.5 feet maximum on upper floors only with 12 feet minimum clear from top of sidewalk to underside of window
- 8 feet maximum length horizontally with either squared-off or angled returns
- 6 feet minimum should separate bay windows horizontally

Arcades and Galleries:

- Public right-of-way: 4 feet minimum; 3.5 feet maximum sidewalk width between the curb and face of the arcade or gallery (except at curb extensions for intersections). Arcades and galleries shall provide a minimum of 4 feet horizontal clear area within the public right-of-way.

i. Transparency

Minimum 70 percent transparency where ground floor use is non-residential, commercial or office.

8. Residential Transit District

a. Permitted Uses

See Table 5-1 for a complete list of permitted and conditionally permitted uses; unlisted uses are not allowed.

Desired Primary Use: Multi-Family Residential

Single-family Dwellings: Single-family dwellings, as defined in Section H (Definitions) of this chapter, shall only be permitted as part of a larger multi-family condominium development project, and are subject to the multi-family development standards defined in Section E.2 (Multi-Family Residential) of this chapter. Single-family detached products, as defined in Section H, shall comprise no more than one-third of the total development project.

b. Allowed Frontage Types (See Section F.1 for general standards)

Porch, Stoop, Forecourt/Patio

c. Minimum Lot Dimensions

Minimum lot width: 50 feet

Minimum lot depth: 140 feet

d. Blocks

- Parcel subdivisions shall create a variety of parcel sizes that echo existing parcels in the Residential Transit District. Projects that would create a "super-block" or vacate existing rights-of-way are not allowed.
- If a project is more than 2½ acres, it shall be subdivided with an appropriate number of through streets or block divisions to create pedestrian scale blocks preferably between 200 to 350 feet wide by 300 to 400 feet long.

e. Internal Streets and Alleys

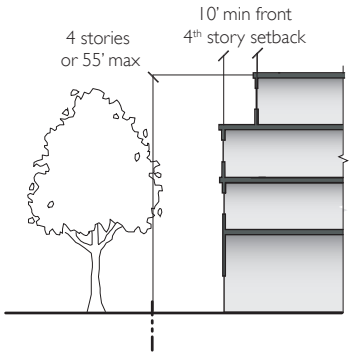
In lieu of providing public streets, sites being subdivided into additional blocks shall provide a hierarchy of roadways, including private streets that provide vehicle and pedestrian access through the site to adjacent private or public streets; and internal alleys, lanes, or drive aisles that provide single-purpose vehicle access to units. Roadways shall be designed in accordance with the standards and guidelines specified in Chapter 6, Section D.14 (New Residential Streets).

Dead end internal garage alleys/lanes or drive aisles providing alley access to garages for multiple dwellings shall not exceed 150 feet in length. Garage alleys/lanes or drive aisles that provide through access shall not exceed 200 feet in length.

f. Development Intensity

Residential Density: 55 du/acre maximum

Residential Transit Height Diagram



g. Height

Primary Structure: 4 stories or 55 feet maximum

Accessory Structure: 1 story or 14 feet maximum

Architectural Feature: may exceed the given height limit of a primary structure by a maximum of 10 feet if the feature is appropriate to the architectural style of the building.

h. Unit Orientation

The front or side elevations of units shall face public or private streets or a paseo; only rear or side elevations that provide vehicle access to a garage shall face internal alleys/lanes or drive aisles.

i. Setbacks

All setback areas facing a street or alley not devoted to walkways and driveways shall be properly landscaped and maintained in compliance with UMC Chapter 17.26.

Front Setback: An average of 15 feet, with no portion of any building(s) or structure(s) located closer than 5 feet from the front property line, unless otherwise specified herein. Such area to be fully landscaped excepting for walkways.

Upper Floor Front Setback: 10 feet minimum at the fourth story

Side Setback

- Corner lot: 5 feet minimum, no maximum
- Interior lot: 0 feet minimum for adjacent zero-lot line products (townhome, rowhouse or similar which share a party wall) subject to the requirements of UMC Chapter 15, Buildings and Construction. 5 feet minimum for lots adjacent to detached buildings on another lot.

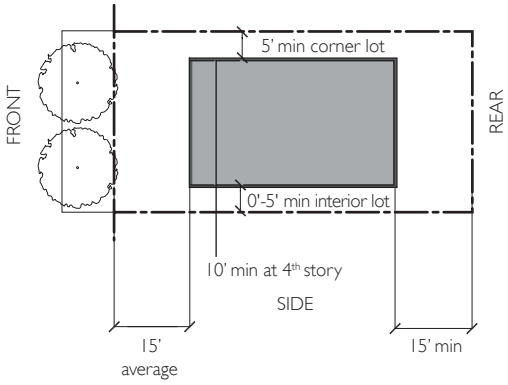
Rear Setback:

- Primary structure: 15 feet minimum, no maximum
- Accessory structure: 5 feet minimum, no maximum

Special Setback Requirements:

- Properties abutting the Olivedale District must step back 5 feet at each story above two stories on the side of the property abutting the Olivedale District.

Residential Transit Setbacks Diagram



j. Projections and Encroachments

All encroachments into the public right-of-way will require an encroachment permit as defined in Chapter 9, Implementation. In addition to the requirements listed in this section, all frontage types are subject to the requirements specified in Section F.1 (Frontage Types) in this chapter.

Architectural Features: 2.5 feet maximum into all setback areas

Porches and Stoops (covered and unenclosed):

- Front and rear setback: 6 feet maximum
- Side setback: 2.5 feet maximum

Balconies (open):

- Front and rear setback: 6 feet maximum
- Side setback: 2.5 feet maximum
- Public right-of-way: 3.5 feet maximum with 12 feet minimum clear from top of sidewalk to underside of balcony

Awnings and Canopies:

- Front and rear setback: 6 feet maximum
- Side setback: 2.5 feet maximum
- Public right-of-way: 3.5 feet maximum with 8 feet minimum clear from top of sidewalk to underside of awning or canopy

Bay Windows:

- All setback areas: 2.5 feet maximum
- Public right-of-way: 3.5 feet maximum on upper floors only with 12 feet minimum clear from top of sidewalk to underside of window
- 8 feet maximum length horizontally with either squared-off or angled returns
- 6 feet minimum should separate bay windows horizontally

Arcades and Galleries:

- Public right-of-way: 4 feet minimum; 3.5 feet maximum sidewalk width between the curb and face of the arcade or gallery (except at curb extensions for intersections). Arcades and galleries shall provide a minimum of 4 feet horizontal clear area within the public right-of-way.

9. Olivedale District

a. Permitted Uses

See Table 5-1 for a complete list of permitted and conditionally permitted uses; unlisted uses are not allowed.

Desired Primary Uses: Townhomes, row houses, and courtyard housing

b. Allowed Frontage Types (See Section F.1 for general standards)

Porch, Stoop

c. Minimum Lot Dimensions

Minimum lot width: 60 feet

Minimum lot depth: 120 feet

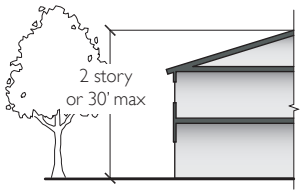
d. Development Intensity

Residential Density: 20 du/acre maximum

e. Height

Primary Structure: 2 stories or 30 feet maximum

Olivedale Height Diagram



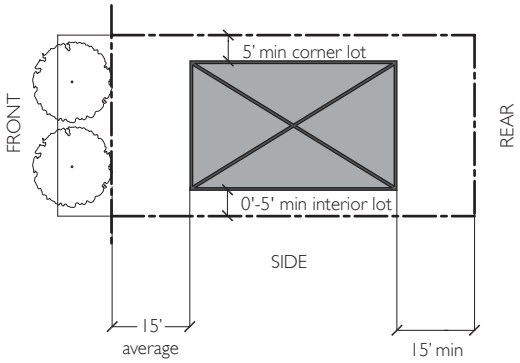
Accessory Structure: 1 story or 14 feet maximum

Architectural Feature: may exceed the given height limit of a primary structure by a maximum of 10 feet if the feature is appropriate to the architectural style of the building.

f. Setbacks

All setback areas facing a street or alley not devoted to walkways and driveways shall be properly landscaped and maintained in compliance with UMC Chapter 17.26.

Olivedale Setbacks Diagram



Front Setback: An average of 15 feet, with no portion of any building(s) or structure(s) located closer than 5 feet from the front property line. Such area to be fully landscaped excepting for walkways.

Side Setback

- Corner lot: 5 feet minimum, no maximum
- Interior lot: 0 feet minimum for adjacent zero-lot line products (townhome, rowhouse or similar which share a party wall) subject to the requirements of UMC Chapter 15, Buildings and Construction. 5 feet minimum for lots adjacent to detached buildings on another lot.

Rear Setback:

- Primary structure: 15 feet minimum, no maximum
- Accessory structure: 5 feet minimum, no maximum

g. Projections and Encroachments

All encroachments into the public right-of-way will require an encroachment permit as defined in Chapter 9, Implementation. In addition to the requirements listed in this section, all frontage types are subject to the requirements specified in Section F.1 (Frontage Types) in this chapter.

Architectural Features: 2.5 feet maximum into all setback areas

Porches, Stoops and Balconies (covered and unenclosed):

- Front and rear setback: 6 feet maximum
- Side setback: 2.5 feet maximum

Awnings and Canopies:

- Front and rear setback: 6 feet maximum
- Side setback: 2.5 feet maximum
- Public right-of-way: 3.5 feet maximum with 8 feet clear from top of sidewalk to underside of awning or canopy

Bay Windows:

- All setback areas: 3.5 feet maximum
- 8 feet maximum length horizontally with either squared-off or angled returns
- 6 feet minimum should separate bay windows horizontally

E. Project-Specific Development Standards

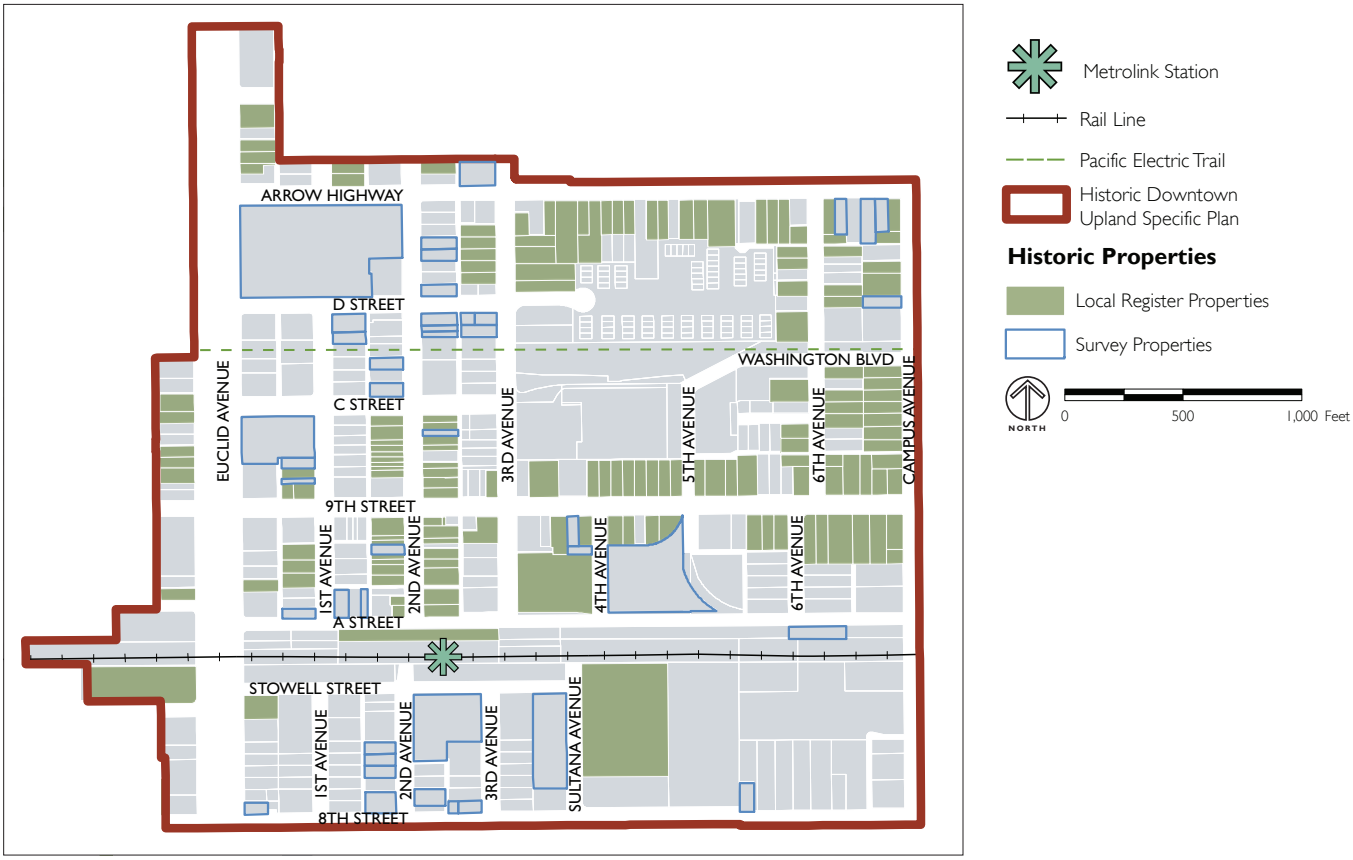
1. Historic Preservation and Adaptive Reuse Projects

a. Historic Preservation

Alterations to Designated Cultural Resources as defined in Chapter 17.150 (i.e. Local Register) and resources on the City's Historic Resource Survey shall adhere to the provisions of Upland Municipal Code Chapters 17.150 (Historic Preservation) and 17.152 (Demolition of Historic Buildings), the Standards for Alterations to Historic Properties in subsection c. below, and the applicable development standards for the district in which the project is located.

A list of resources on the City's Local Register and Historic Resource Survey that are located in Downtown Upland is provided in Appendix C and shown in Figure 5-2. Resources may be added to these lists over time.

Figure 5-2 **Historic Preservation Overlay Zone**



b. Adaptive Reuse

Adapting historic buildings to accommodate new uses, in which minimal changes are made to the structure and the historic integrity of the structure is maintained, is preferred over the significant alteration or demolition of that resource.

A historic resource that is altered to support a new use shall:

1. Comply with the permitted and conditionally permitted use standards for the district in which the structure is located, pursuant to Section C (Permitted and Conditionally Permitted Uses) and Table 5-1 (Permitted Land Uses) of this Chapter; and,
2. Comply with the requirements of Section E.1.a (Historic Preservation) above.

c. Standards for Alterations to Historic Resources

The following standards shall apply to the alteration and/or adaptive reuse of the historic resources in Downtown Upland, shown in Figure 5-2, and as may be added to over time.

i. A property shall be used as it was historically or given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

ii. The historic character of a property shall be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property shall be avoided.

iii. Each property shall be recognized as a physical record of its time, place and use.

iv. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, shall not be undertaken.

v. Changes to a property that have acquired historic significance in their own right shall be retained and preserved.

vi. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

vii. Deteriorated historic features shall be repaired rather than replaced. Where the severity of the deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and where possible, materials.

viii. Replacement of missing features shall be substantiated by documentary and physical evidence.

ix. Chemical or physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used.

x. Archaeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.

xi. New additions, exterior alterations or related new construction shall not destroy historic materials, features and spatial relationships that characterize the property.

xii. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

xiii. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

2. Multi-Family Residential

The following standards shall apply to all multi-family residential projects in Downtown in addition to the standards for the district in which a project is located.

a. Construction Standards

All multi-family residential projects shall be constructed to accommodate and/or facilitate conversion to condominium ownership.

b. Development Intensity

i. Density

The density allowances of each district shall apply for the development of multi-family housing.

ii. Maximum Lot Coverage

No more than the balance left after satisfying all yard setbacks, open space, parking and access requirements for the district in which the lot is located.

iii. Minimum Floor Area per Dwelling Unit

A minimum of 750 square feet of enclosed floor area is required per dwelling unit containing one bedroom or less, exclusive of garages and carports. A minimum of 200 square feet of enclosed floor area is required for each additional bedroom.

c. Height and Setbacks

The height and setback standards of each district shall apply for the development of multi-family housing, except as specified below for condominium projects:

i. Project Perimeter Setback

15 feet; uncovered patios or courtyards that are located to the front or side of units and facing a public street may encroach up to 12 feet into the perimeter setback area (i.e., 3 foot minimum landscape setback); uncovered patios and courtyard walls that are located to the front of units facing a perimeter wall may encroach up to 7 feet into the setback such that a minimum 5 foot wide access walkway and minimum 3 foot wide landscape area is provided adjacent to the perimeter wall.

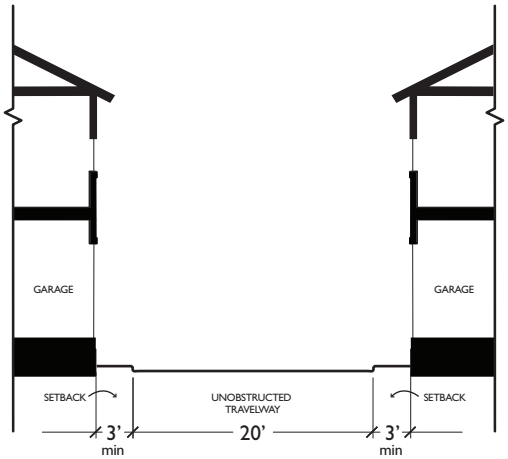
ii. Paseo Setback

The distance between the front elevation of units facing a paseo shall be a minimum of 26 feet; patios or courtyard walls may extend up to 9 feet into a paseo such that a minimum 8 foot wide access walkway is provided between the buildings.

iii. Setback Along Internal Streets: 5 feet minimum

iv. Setback Along Garage Alley

The distance between the exterior building walls or yards on internal garage alleys/lanes or drive aisles shall be a minimum of 26 feet, unobstructed. This dimension includes the required 3 foot setback on both sides of the minimum 20 feet vehicle travelway of a garage alley.



d. Allowed Projections into Setbacks

Architectural features, porches, stoops, balconies, awnings and canopies may encroach into required setbacks and rights-of-way as provided for in the standards for each district.

e. Landscaping

All areas of the site not devoted to lot coverage, driveways or walkways shall be properly landscaped and maintained in compliance with UMC Chapter 17.26.

f. Outdoor Living Space

The provision of private and common outdoor living space shall be subject to the following requirements.

i. Private Outdoor Living Space

a) A minimum of 60 square feet of private outdoor living space shall be provided per dwelling unit, with a minimum of 8 feet in one direction.

b) For detached dwelling units within a condominium project, a minimum of 400 square feet of private outdoor living space shall be provided per dwelling unit, with a minimum of 10 feet in either direction.

Private outdoor living space may be provided through a patio, balcony or rooftop terrace.

ii. Common Outdoor Living Space

a) A minimum of 100 square feet of common, usable outdoor living space shall be provided per dwelling unit for attached or detached units, with a minimum of 10 feet in either direction.

b) Common outdoor recreation areas shall be centralized, be placed in a convenient location minimizing the need to cross a primary driveway aisle.

c) Landscaped areas that are not usable shall be excluded from this code.

d) Amenities, pools and paved recreation areas may be included in the required common outdoor living space.

e) Driveways and parking areas shall not be included in calculations of outdoor living space.

f) Active recreational facilities shall not be located nearer than 20 feet to any dwelling unit wall, or closer than 10 feet to any site boundary, as measured from the edge of active areas (i.e., pools, bbq's) to sensitive uses (i.e. exterior unit walls and yards).

g) Other development types, such as multi-story buildings, may provide indoor common living space.

g. Recreation Facilities

Multi-family residential developments shall be provided with the minimum number of major and minor recreation facilities, based on the number of units in the project, as follows:

- 0-25 units: 0
- 26-50 units: 2 minor facilities
- 51-150 units: 1 major facility, 1 minor facility
- 151 + units: 1 major facility, 2 minor facilities

The selection of recreation facilities in any project shall permit a variety of activities for different age groups. The overall variation of recreation facilities is subject to approval through the development review process as defined in Chapter 9, Implementation.

i. Major Recreation Facility Specifications

a) Tot Lot or Play Area: A required tot lot or play area shall be a minimum of 500 square feet in area, be fully enclosed by low-level fencing at a height of 3.5 feet, and shall have a shaded seating area, drinking fountain and trash container. Play equipment such as climbers, slides, swing sets, play walls, play houses, and/or play sculptures shall be provided. The tot lot shall be placed in a convenient location and provide joint public/private use where feasible.

b) Recreation Building: A required recreation building shall be a minimum of 1,200 square feet of usable floor area. An assembly area, restrooms and an activity room shall be provided. The architecture of the recreation building shall be coordinated with the design of the residential project by incorporating similar design features, exterior materials and colors.

c) Pool and Spa: A required pool and spa shall be a minimum of 800 square feet and 80 square feet, respectively. A deck area, fencing, restrooms and enclosed mechanical room for pool and spa equipment shall be provided. Use of a solar water heating system is encouraged to be provided as the primary water heating source.

ii. Minor Recreation Facility Specifications

The following amenities qualify as a minor recreation facility:

- Community garden
- Concrete basketball court
- Sand volleyball court
- Sports court
- Bocce court
- Paddle tennis court
- Tennis court
- Handball court
- Barbecue facility with seating and shade structures
- Water feature with seating area; should be useable
- Large shade area structure, such as gazebo with seating
- Spa
- Other facilities as may be approved through the development review process.

A major recreation facility shall qualify as two minor recreation facilities, subject to approval through the Development Review process.

h. Laundry Facilities

Each multi-family project shall provide a washer and dryer within each dwelling unit.

i. Mechanical Equipment Screening

Mechanical equipment such as transformers, electrical equipment, air conditioners, heaters, and pool and spa equipment shall be located and screened from public view. Such screening shall consist of landscaping, architecturally compatible screens or such other alternative as may be approved through the development review process as defined in Chapter 9, Implementation.

j. Storage Space

Each unit shall be provided with an enclosed, secured storage space containing a minimum of 180 cubic feet. The space may be provided in a garage, carport cabinet, exterior closet or such alternative as may be approved by the development review process as defined in Chapter 9, Implementation.

k. Trash Enclosures

a) Outdoor trash and garbage depositories shall have a secure lid or roof and be enclosed within a minimum 6-foot-high wall and solid gate per the City's standard details.

b) Developments of five units or less may be exempted from provision of a trash enclosure if individual waste management service is available. Garage space must be able to accommodate the storage of trash and recycling bins in addition to the required dimensions for parking and storage space.

c) Developments containing six units or more shall provide one dual trash enclosure for every 15 dwelling units, with a minimum of one enclosure required. Each trash enclosure shall accommodate both waste and recyclables in accordance with the current Public Works standards.

d) Trash enclosures shall be evenly distributed throughout the development in convenient locations.

3. Mixed-Use

This section replaces Chapter 17.118 of the UMC for mixed-use projects located in Downtown Upland. Mixed-use development is intended to promote a better quality of life in Downtown by providing a complementary blend of employment, recreational, transportation, residential, services and shopping opportunities within certain districts. The following standards shall apply to all mixed-use projects in Downtown in addition to the standards for the district in which a project is located.

a. Use Limitations

The non-residential area of a mixed-use project shall be a use allowed within the project's district, as shown in Table 5-1. The non-residential area must meet the requirements of the Uniform Building Code, as adopted by the City, for the type of activity/use being undertaken.

b. Development Intensity

i. Minimum Lot Area and Dimension

Mixed-use developments are not subject to minimum lot area or dimension standards.

ii. Density

Mixed-use developments shall be permitted to exceed the maximum residential density permitted in each district by up to 25 percent (for a maximum of 55 units per acre).

c. Location of Uses

The ground floor portion of a mixed-use development facing a street or alley shall be a non-residential use, which activates the district in which it is located.

d. Height and Setbacks

The height and setback standards for each district shall apply for mixed-use developments.

e. Allowed Projections and Encroachments

Architectural features, porches, stoops, balconies, awnings and canopies may encroach into required setbacks and rights-of-way as identified in the standards for each district.

f. Open Space

Mixed-use developments containing residential units shall provide a minimum of 100 square feet per residential unit of usable open space, consisting of a combination of private residential open space and usable common areas. A minimum of 60 square feet shall be located within the private residential unit.

g. Transparency

The transparency standards for each district shall apply for all mixed-use projects.

4. Live/Work

The following standards shall apply to all live/work projects in Downtown in addition to the standards for the district in which a project is located.

a. Use Limitations

The non-residential area of a live/work unit shall be a use allowed within the project's district, as shown in Table 5-1. The non-residential area must meet the requirements of the Uniform Building Code, as adopted by the City, for the type of activity/use being undertaken. The living portion of the unit shall be incidental to the live/work space and the live/work space shall be maintained and classified as a business use. There shall be an interior connection between the live and work portions of the unit.

b. Development Intensity

i. Floor Area per Dwelling Unit

The net total floor area of a live/work unit shall be a minimum of 750 square feet. A minimum of 200 square feet and a maximum of 50 percent of the floor area within each live/work unit shall be designated, reserved, and used as work space for permitted commercial or industrial uses.

c. Location of Uses

The ground floor portion of a live/work unit facing a street or alley shall be a non-residential use, which activates the district in which it is located.

d. Height and Setbacks

The height and setback standards for each district shall apply for live/work units, in addition to the following setback requirements where internal streets, drive aisles or garage alleys are introduced.

i. *Setback Along Internal Streets:* 5 feet minimum, 8 feet maximum

ii. *Setback Along Garage Alley: 3 feet minimum, no maximum*

e. Allowed Projections and Encroachments

Architectural features, porches, stoops, balconies, awnings and canopies may encroach into required setbacks and rights-of-way as identified in the standards for each district.

f. Open Space

Live/work units containing residential units shall provide a minimum of 100 square feet per residential unit of usable open space, consisting of a combination of private residential open space and usable common areas. A minimum of 60 square feet shall be located within the private residential unit.

g. Transparency

The transparency standards for each district shall apply for all live/work developments.

5. Senior Housing

This section supports a full range of housing choices in Downtown Upland, including housing for senior citizens. The following standards shall apply to all senior housing projects in Downtown in addition to the standards for the district in which a project is located.

a. Required Improvements and Services

Housing considered under this section must provide evidence that improvements consisting of amenities, services and facilities not usually found to the same extent in typical rental projects will be provided for the comfort, health and recreation of seniors. These may include, but are not limited to:

- Health services;
- Continuing education;
- Welfare, informational, recreational, homemaker, counseling and referral services;
- Transportation where necessary to facilitate access to social services;
- Programs and services designed to encourage and assist occupants to use the services and facilities made available.

b. Occupancy

Senior housing units shall be occupied either exclusively by persons who are 62 years of age or older or natural families of two or more persons, the head of which (or spouse of which) is 62 years of age or older. Alternatively, senior housing units may be occupied by persons 55 years of age or older, provided that at least 80 percent of the units are occupied by persons who are 55 years of age or older.

Senior housing shall not transition to non-senior housing without approval by the City.

c. Development Intensity

i. Density may be increased a maximum of 20 percent greater than the maximum permitted density per residential acre permitted within the district.

ii. Minimum floor area of dwelling units may be reduced by not more than 30 percent of the minimum floor area required for Multi-Family housing as defined in Section E.2.b, for a minimum of 525 square feet per unit.

d. Parking

In addition to the general parking standards provided in Section F.4, the parking standards provided in this section shall apply to all senior housing projects.

i. *Minimum Number of Spaces*

Applicants of senior housing projects shall prepare a Parking Study as described in Section F.4.a to determine the minimum number of parking spaces needed for the project.

ii. *Covered Parking Spaces*

Not less than 75 percent of any required parking spaces shall be provided in a garage or covered carport.

6. Second Dwelling Units

The construction of secondary dwelling units within Downtown Upland shall be consistent with the requirements set forth in UMC Chapter 17.120.

F. General Development Standards

1. Frontage Types

Frontage types refer to the design and function of front-wall building facades, which define the way a structure engages the street and provides a transition between the public and private realm. The frontage types permitted in Downtown Upland are those recommended as being the most appropriate for Downtown. The definitions and standards for each frontage type permitted within Downtown Upland are provided below. The specific frontage types permitted in each district, in addition to the setbacks, projections and encroachment standards, are listed in the standards for each district in Section D, District-Specific Development Standards. The intent is to ensure authentic architectural elements. Deviations from the minimum dimensions stated below may be approved through the design review process.

a. Porch

A porch is a covered but unenclosed projection from the front wall of a structure generally surrounding the main entry to a dwelling unit.

i. Minimum Dimensions:
Depth: 8 feet
Width: 12 feet
Height: 10 feet

ii. Maximum 3.5 feet elevation from adjacent grade.

iii. Maximum 42-inch fence height at front sidewalk.

iv. Enclosure of porch sides with solid walls, so as to create an additional room, is prohibited.

v. Façades shall be designed to include architectural elements that provide transitions from public to private spaces.

b. Stoop

A stoop is an elevated platform projecting from the front wall of a structure providing access to the ground level of a building.

i. Minimum Dimensions:
Depth: 6 feet
Width: 4 feet

ii. Maximum 3.5 feet elevation from adjacent grade.

iii. Maximum 3.5 feet height of fences or walls surrounding stoop as measured from highest adjacent finished grade.

c. Forecourt

A forecourt is an open area partially surrounded by building walls that opens to a public sidewalk.

i. Dimensions:
Depth: 6 feet minimum
Width: 20 feet minimum, 40 feet maximum

ii. Maximum 3.5 feet elevation from adjacent grade.

iii. Minimum 65 percent storefront transparency at primary frontage.

d. Arcade

An arcade is a shopfront with an upper story that projects over the sidewalk, above the public right-of-way.

i. Minimum dimensions:
Depth: 12 feet
Width: 12 feet
Height: 15 feet

ii. Minimum 65 percent storefront transparency at primary frontage.

iii. Doors and windows shall not open or project into the public right-of-way.

e. Gallery

A gallery is a shopfront with an attached colonnade that projects over the sidewalk into the public right-of-way.

i. Minimum dimensions of 12 feet in all directions.

ii. Storefront height: 12 feet minimum, 18 feet maximum.

iii. Minimum 65 percent storefront transparency at primary frontage.

2. Fences and Walls

The requirements of this section apply to all fences and walls unless otherwise stated or exempted by regulations of a State or federal agency, or by the City for reasons of public safety.

a. Maximum Height Limits

i. Within Front or Street Side Setback: 3.5 feet

ii. Within Interior Side or Rear Setback

6 feet; a fence or wall up to 8 feet in height may be allowed when the portions above 6 feet are of an open design (e.g., lattice, wrought iron or grille work).

iii. At Intersection of Alley, Street or Driveway: 3.5 feet

iv. Outside of a Required Setback: 8 feet

v. Differences in Elevations between Lots

In cases where there is a difference of elevation between adjoining lots not exceeding 2 feet along a common property line, the 6-foot wall height shall be determined by measurement from the ground level on the higher side of the lot line. Where there is a 2- to 3-foot difference of ground elevation along a property line, fences, hedges or walls shall be permitted not to exceed a maximum overall height of 8 feet (height to be determined by measurement from the ground level on the lower side of the lot line).

b. Specific Fence and Wall Requirements

i. Fencing Between Different Land Uses

Fencing between different land uses shall be provided in compliance with Section F.2.e (Screening).

ii. Outdoor Equipment, Storage, and Work Areas

Nonresidential outdoor uses and equipment adjacent to a residential use shall be fenced and/or screened in compliance with Section F.2.e (Screening).

iii. Retaining Walls

Any embankment to be retained that is over 4 feet in height shall be benched so that no individual retaining wall exceeds a height of 3.5 feet, and each bench is a minimum width of 3.5 feet.

iv. Temporary Fencing

Temporary fencing may be necessary to protect archaeological or historic resources, trees, or other similar sensitive features during site preparation and construction. This fencing shall be approved by the Development Services Director.

c. Acceptable Materials

Materials used for fencing and walls shall reflect and reinforce the architectural style of the site. Specific guidelines are provided in Section B.6 (Fences and Walls) in Chapter 6, Design Standards and Guidelines.

d. Prohibited Materials

The following fencing materials are prohibited except where they are required by a State or Federal law or regulation: barbed, razor or concertina wire in conjunction with a fence or wall, or by itself, electrically charged fences, unfinished or unsurfaced concrete blocks, corrugated metal, chainlink and grapestake fences.

e. Screening

i. Screening between Non-residential and Residential

Non-residential development abutting a site developed exclusively as residential shall provide screening at the parcel boundary as follows.

The screen shall consist of plant materials and a solid, decorative wall of masonry or similar durable material, 6 feet in height (up to 8 feet may be allowed in compliance with Section F.2.a (Maximum Height Limits). Openings or pedestrian connections may be required subject to the development review process.

The decorative wall shall be architecturally treated on both sides, subject to the development review process.

ii. Parking Areas Adjoining Residential Uses

Where such areas adjoin residential uses, they shall be separated by a solid decorative wall of masonry or similar durable material, 6 feet in height, provided the wall shall not exceed 3.5 feet in height where it is in the front yard area for an abutting residential use.

iii. Mechanical Equipment, Loading Docks, and Refuse Areas

Ground mounted mechanical equipment shall be screened from public view from adjoining public streets and rights-of-way and adjoining properties with residential development. This equipment includes air conditioning, heating, ventilation ducts, and exhaust vents, loading docks, refuse storage areas, and utility services, electrical transformers, gas meters, etc. Electrical transformers shall preferably be located within a building utility room.

Roof mounted mechanical equipment shall be screened from public view by architectural features that are integral to the architectural features of the building, such as a parapet or mansard roof. The equipment shall be a minimum of 6 inches below the screening device.

The colors, materials, and architectural style of screening shall be architecturally compatible with other on-site development.

All single-family dwellings shall be designed with sufficient storage space for three, 90-gallon trash bins, not visible from the street during non-collection days. Trash enclosures shall be built for space to house sufficient three-yard bins to be determined by the City at the time of application for a development or applicable modification of an existing building/property. Such enclosures shall be consistent with the surrounding architecture and shall be constructed with a solid roof, and provide convenient pedestrian and collection-vehicle access.

iv. Required Fences and Walls

Where residential uses abut a different use on a side or rear property line, a 6-foot-high fence or wall shall be required along the property lines unless the uses are part of an integrated project. Where such side and rear property lines are common with an alley and where vehicular access to garages or carports is off such alley, walls or other appropriate screening devices shall be required only at locations where garages or carports do not occupy the alley frontage.

3. Corner Cut-off

The corner cut-off area for intersections of streets and alleys is measured 10 feet back from the intersection of the curblines. All fences, walls, hedges and plants shall not exceed a maximum height of 3.5 feet as measured from the flow line of the adjacent gutter.

4. Parking

New development or changes in use shall comply with the standards provided in this section for private, off-street parking.

a. General Parking Requirements

Unless waived in accordance with Section 4b, parking spaces shall be provided in the ratios shown in Table 5-2 below for specific types of uses or changes of use. All uses not listed in Table 5-2 are required to follow the parking ratio requirements found in UMC Section 17.22.030. Parking spaces shall be provided on the same lot with the main building, unless otherwise authorized.

b. Parking Waiver

All businesses situated within the Upland Parking and Business Improvement District, as shown in Figure 5-3, which are assessed and contribute to the improvement fund in the manner prescribed by the UMC, shall be relieved of providing the number of required off-street parking spaces, identified in Table 5-2, by the following amounts:

Zone A: 100 percent

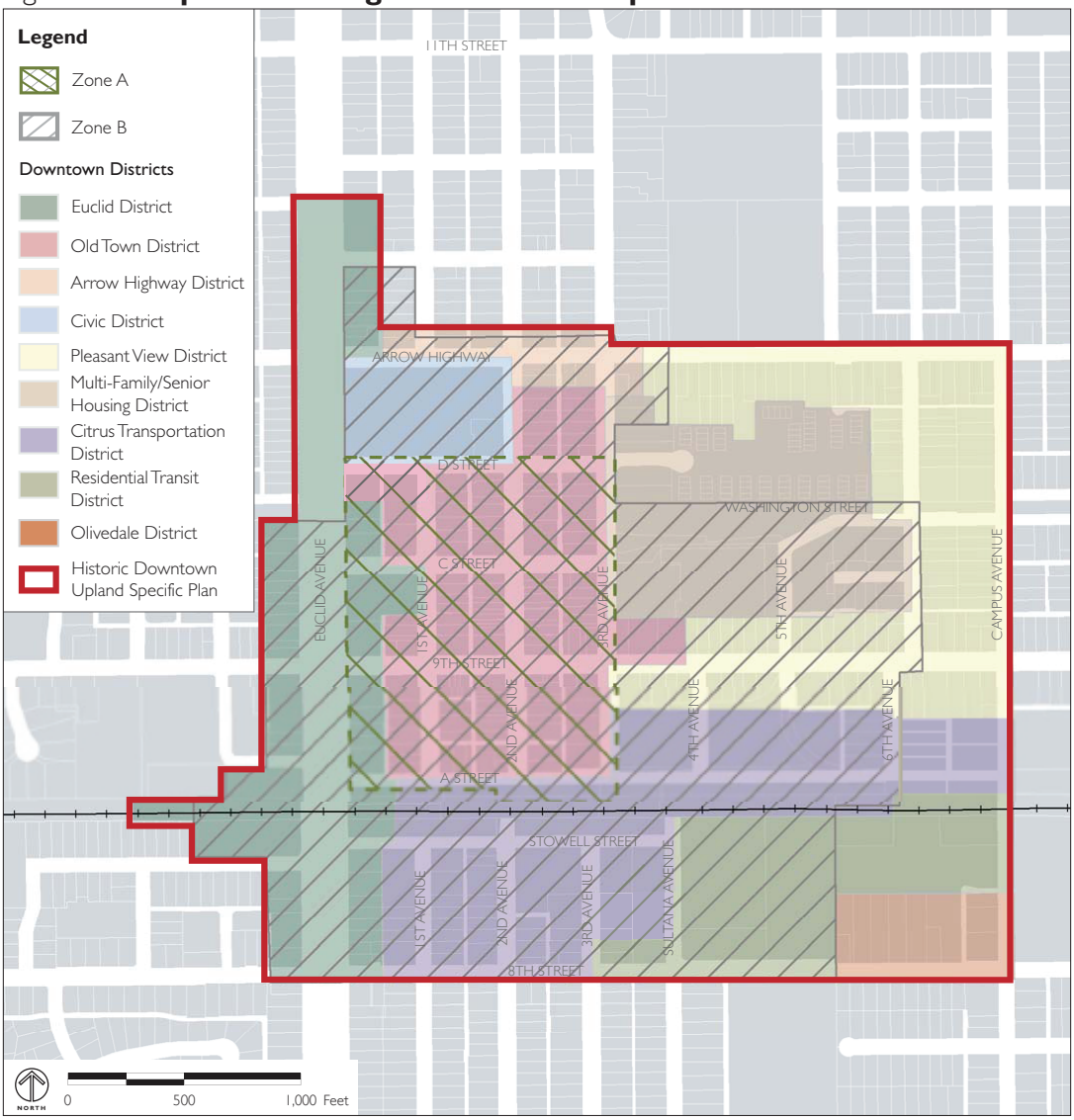
Zone B: 10 percent

Table 5-2 **Parking Requirements for Historic Downtown Upland**

Land Use	Parking Requirement
Single-Family Residential	2 spaces per dwelling unit unless Chapter 5, Section F(8)(c) (ii) applies
Multi-Family Residential	• One bedroom: 1 resident space plus ¼ guest space per dwelling unit • Two bedrooms: 2 resident spaces plus ¼ guest space per dwelling unit • More than two bedrooms: 2 resident spaces plus ½ guest space per dwelling unit
General Retail	1 space per 500 square feet of gross floor area (GFA)
Restaurant	1 space per 200 square feet of GFA
General Office	1 space per 500 square feet of GFA
Medical or Dental Office	1 space per 250 square feet of GFA
Hotels/Motels	1 space per guest room
Light Industrial	1 space per 500 square feet of GFA
Places of Assembly	1 space per 40 square feet of GFA within main auditorium
Uses not listed	Per Municipal Code Section 17.22.030

Note: Gross floor area (GFA) means the total square footage of all floors of a building, excluding interior courtyards and atriums, exterior walls, elevator shafts, stairwells, equipment/mechanical rooms, restrooms, interior or exterior corridors/hallways or balconies, and other areas as determined by the Administrative Committee to be unusable floor area for the intended occupancy.

Figure 5-3 **Upland Parking and Business Improvement District**



c. Change of Use

A change of use application will be required when in the opinion of the Development Services Director, the existing use on a property and/or within an existing building or portion of a building is proposed to be replaced with a use that differs significantly from the existing use such that new or additional adverse impacts may occur, such as an increased parking demand. See Chapter 9, Implementation, for more information related to the required application submittal process.

d. Parking Study

A parking study will be required when in the opinion of the Development Services Director, the proposed development does not provide adequately for on-site parking needs, may adversely affect off-site traffic patterns, or the development is unique and does not fall within the identified parking requirements. See Chapter 9, Implementation, for more information related to the required application submittal process.

e. Shared Parking Standards

Shared parking between neighboring uses is encouraged in Downtown Upland. The Development Services Director may authorize a reduction in the total number of required parking spaces for two or more uses on two or more properties jointly providing off-street parking when their respective hours of peak operation do not overlap. For land uses listed in Table 5-2, shared parking shall be allowed without a parking study, subject to the following computational requirements. See Chapter 9, Implementation, for more information related to the required application submittal process.

i. Computation

The number of shared spaces for two or more distinguishable land uses shall be determined by the following procedure:

a) Multiply the minimum parking required for each individual use, as set forth in Table 5-2, Parking Requirements for Historic Downtown Upland, by the appropriate percentage indicated in Table 5-3, Peak Parking Demand by Time of Day, for each of the six designated time periods.
b) Add the resulting sums for each of the six columns.
c) The minimum parking requirement shall be the highest sum among the six columns resulting from the above calculations.
d) Select the time period with the highest total parking requirement and use that total as the shared parking requirement.

Table 5-3 **Peak Parking Demand by Time of Day**

Land Use	Weekday Daytime (8:00 am to 5:00 pm)	Weekday Evening (6:00 pm to 12:00 am)	Weekday Night (12:00 am to 6:00 am)	Weekend Daytime (8:00 am to 5:00 pm)	Weekend Evening (6:00 pm to 12:00 am)	Weekend Night (12:00 am to 6:00 am)
Cultural Use	60%	90%	5%	100%	90%	5%
General Retail	90%	80%	5%	100%	70%	5%
Restaurant	70%	100%	10%	70%	100%	20%
General Office	100%	20%	5%	5%	5%	5%
Hotel/Motel	70%	100%	100%	70%	100%	100%
Entertainment	40%	100%	10%	80%	100%	50%

ii. Other Uses

If one or all of the land uses proposing to make use of shared parking facilities do not conform to the general land use classifications in Table 5-1, as determined by the Development Services Director, then the applicant shall prepare a parking study. Based upon this information, the Development Services Director shall determine the appropriate shared parking requirement, if any, for such uses.

iii. Alternative Procedure (Parking Study)

An application may be submitted requesting that the Development Services Director authorize a greater reduction in the total number of required parking spaces for two or more uses on two or more properties where an applicant believes that the computational method above does not adequately account for circumstances unique to the particular property or properties in question. The application shall include, at a minimum, a parking study prepared in accordance with the procedures in Chapter 9, with a detailed description of the proposed uses, their hours of operation, their anticipated peak parking demand, and anticipated hours that such peak parking demand would occur. Based upon information demonstrating that the peak parking demand for the uses in question would not coincide, the Development Services Director may authorize a greater parking reduction than is authorized by the computational method outlined above. The Development Services Director may impose reasonable conditions to mitigate potential negative effects.

f. General Non-Residential Parking Standards

For any non-residential use there shall be adequate vehicular access from a dedicated and improved street, service road or alley, of which the design, location and number of means of ingress and egress shall be approved by the City Engineer. Shared vehicle access shall be encouraged when a shared driveway is found by the Development Services Director to be equal or superior to separate driveways.

The parking space and driveway dimensions for the standard-size and compact-size parking shall be as follows:

- Standard parking space: 9 feet by 18.5 feet with a 2.5-foot overhang provision.
- Compact parking space: 8.5 feet by 16 feet with a 2.5-foot overhang provision.
- Drive aisle dimensions: 26 feet, provided sufficient emergency and service vehicle turning radii are provided (20 feet inside radius and 45 feet outside radius).

A maximum of 15 percent of the parking spaces may be compact. Such spaces shall be disbursed throughout the parking lot to the satisfaction of the Development Services Director.

The loading space requirements of UMC Section 17.22.080 shall apply.

Passenger loading spaces shall not block drive aisles or emergency access.

g. General Residential Parking Standards

All required residential parking spaces in residential projects shall meet the following standards:

- Single-car garage: Minimum interior clear dimension of 10 feet by 20 feet.
- Two-car garage: Minimum interior clear dimension of 20 feet by 20 feet, with sufficient area for trash and recycling bin storage.
- Tandem garage: Minimum interior clear dimension of 10 feet by 40 feet.

There shall be provided vehicular access by means of a paved driveway a minimum of 10 feet in width and unencumbered by any projection to a height under 8 feet above the ground. Driveways shall provide access from a dedicated and improved street or alley to off-street parking facilities on the property requiring such parking.

If a lot has vehicular access on an alley, there shall be provided a minimum 5-foot-wide unobstructed pedestrian accessway from the alley to the garage or to the main building on the lot, which accessway shall be separate from and in addition to the vehicle access to the garage. A gate may be provided at the opening of the accessway.

Parking in a front yard is prohibited except within a paved driveway that provides access to a garage.

Parking of recreational vehicles shall be in accordance with UMC Chapter 17.24.

h. Single-Family Residential Parking

All required parking spaces, including spaces within a private garage, shall be located to the rear of the front setback line on the same lot as the main building or accessory building which they are intended to serve.

Except within designated driveways, any required front yard or street side yard shall not be used as parking spaces for automobiles or trucks. Placement of a garage or accessory building shall comply with the setback provisions of the district in which it is located.

i. Multi-Family Residential Parking

Unless providing podium or underground parking, garage openings shall face internal garage alleys, not public or private internal streets. The garage alleys shall be no longer than 150 feet. [See Chapter 6, Section B.2.2 (Vehicle and Parking Access) for additional standards and guidelines].

j. Senior Housing Parking

A loading area located close to building entrance(s) shall be provided for senior housing projects with 100 or more parking spaces. The loading areas shall be the equivalent in size to a minimum of five parking spaces. Passenger loading areas shall not block drive aisles or emergency access.

k. Mixed-Use Development

Mixed-use developments shall only be required to provide parking for the residential dwelling units when sufficient public parking is available for the non-residential portion of the development within 500 feet. Guest parking spaces shall not be required. In cases where public parking is not provided within 500 feet, the required parking for the non-residential use shall be provided on-site.

l. Live/Work Units

The parking requirements for live/work units shall be based on the requirements of dwelling units only. Guest parking spaces shall not be required.

m. Bicycle Parking

Multi-Family Residential Uses: Every residential use of 10 or more dwelling units shall provide at least one sheltered bicycle parking space per 20 vehicle parking spaces. Sheltered bicycle parking spaces may be located within a garage, accessory building, basement, utility room or similar area.

i. Parking Lots: All public and commercial parking lots and structures shall provide a minimum of 10 bicycle parking spaces.

ii. Mixed-Use Development: Bicycle parking for mixed-use development shall be calculated using the total number of vehicle parking spaces required for the entire development, whether or not on-site parking is waived. A minimum of one bicycle parking space for every 10 vehicle parking spaces is required.

iii. Location and Design: Bicycle parking shall be located conveniently to both the street right-of-way and at least one building entrance. It shall be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided.

iv. Visibility and Security: Bicycle parking shall be visible from streets, sidewalks or building entrances so that it provides sufficient security for cyclists.

v. Lighting: Bicycle parking shall be at least as well lit as vehicle parking for security.

n. Design and Improvement of Parking Areas

i. All areas shall be surfaced or paved with asphalt concrete, concrete or other bitulithic surfacing acceptable to, and in accordance with, the engineering standards of the City, and shall thereafter be maintained in good condition.

ii. Parking stalls shall be clearly marked in accordance with the engineering standards of the City.

iii. Access lanes shall be clearly defined including directional arrows to guide internal movement in accordance with the engineering standards of the City.

iv. All parking areas shall be designed so that vehicles are able to circulate internally without going out onto a street and so that parked vehicles do not back into streets or alleys.

v. All parking areas shall meet the minimum requirements as set forth in the American Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG) and the California Building Code, when applicable.

The maximum number of curb cuts along streets for a development should be limited to the following, unless otherwise approved through the development review process:

- Multi-family residential (up to 20 dwelling units): One curb cut, 12 feet maximum
- Multi-family residential (more than 20 dwelling units): One curb cut, 24 feet maximum
- Commercial (up to 50,000 gross floor area): One curb cut, 24 feet maximum
- Commercial (greater than 50,000 gross floor area): Two curb cuts, 24 feet maximum

o. Landscaping

Parking area landscaping shall meet the requirements set forth in UMC Section 17.26.080 and any additional landscape requirements in this Specific Plan.

p. Parking Areas Adjoining Residential Uses

Fencing between different land uses shall be provided in compliance with Section F.2.e (Screening).

q. Parking Structures

i. *Parking Structure Design:* Parking structure building facades shall comply with the standards and guidelines for each district as specified in this chapter and the standards and guidelines in Chapter 6. The ground floor of the building facing the street shall be designed for retail or office use unless such use is not permitted within the district. The upper floors of the street façade shall be detailed with windows and/or other architectural features in character with other buildings in the vicinity.

ii. *Driveway Location and Width:* Any driveway providing access to a parking structure shall be located on a side street or alley whenever possible. Driveways shall have a minimum width of 24 feet and a maximum width of 30 feet and provide for emergency access where required. If a toll or fee booth is located in the driveway area, the driveways on either side of the booth shall have a minimum width of 12

feet. A sidewalk with a minimum width of 6 feet shall be provided adjacent to the entrance driveway.

iii. *Location of Support Columns:* The edge of structure support columns shall be located a minimum of 2 feet and a maximum of 4 feet from the parking aisle and shall not be located within the area of a parking stall.

iv. *Parking Space and Driveway Dimensions:* The parking space and driveway dimensions for standard-size and compact-size parking spaces shall be as follows:

- Standard parking space: 9 feet by 18.5 feet with a 2.5 foot overhang provision.
- Compact parking space: 8.5 feet by 16 feet with a 2.5 foot overhang provision.
- Drive aisle dimensions: 24 -- 26 feet provided sufficient emergency and service vehicle turning radii are provided (20 feet inside radius and 45 feet outside radius).

v. *Compact Spaces:* A maximum of 15 percent of the parking spaces may be compact. Such spaces shall be disbursed throughout the parking structure to the satisfaction of the Development Services Director.

vi. *Increase in Parking Space Width:* When the side of any parking space abuts a building, fence, wall, support column or other obstruction which would interfere in any way with access to a motor vehicle, the width of the space shall be increased to a minimum of 11 feet.

vii. *Minimum Floor Heights:* The minimum height from the floor to the lowest ceiling structure, support beam, or overhead fixture, such as a conduit, pipeline, signage, lighting, or any other obstruction mounted on the ceiling, shall be:

8 feet 2 inches for areas providing access to handicap parking; or 8 feet for all other parking areas.

viii. *Parking Structure Setbacks:* The setbacks for the exterior walls of any underground or subterranean parking structure shall not encroach into the minimum above grade building setbacks for the district in which the structure is located.

ix. *Parking Floor and Ramp Grades:* The parking areas of sloped floor parking structures shall not exceed a grade of 5 percent as measured across the width of a 90 degree parking stall. The grade of a straight internal ramp shall not exceed 15 percent. The grade of a circular ramp shall not exceed 12 percent as measured at the outside ramp wall.

x. *Ramp Transitions:* All ramps shall be provided with transition zones at the top and bottom of the ramp. Ramps with a grade of 10 percent or less shall have a transition zone at least 8 feet in length. Ramps with a grade of greater than 10 percent shall have transition zones at least 12 feet in length. The grade of a transition zone shall not exceed ½ the grade of the ramp it serves.

xi. *Ramp Widths:* A straight one-way ramp shall be at least 14 feet in width. A straight two-way ramp shall be at least 24 feet in width. The minimum outside wall radius of a circular ramp shall be 36 feet.

xii. *Elevators:* Parking structures of three stories or more shall incorporate at least two passenger elevators. Additional elevators are required for a structure accommodating 500 or more parking stalls subject to approval by the Development Services Director.

xiii. *Lighting:* Adequate lighting shall be provided for all parking structures as set forth in the lighting standards for non-residential parking.

5. Open Space

Open space shall be provided for all new development, redevelopment, and additions or alterations to existing structures, as specified in the following standards.

a. Residential

i. *Multi-Family Residential*

Multi-family residential developments or single-family detached units within condominium developments shall provide the required amount and types of open space as specified in Section E.2.f (Outdoor Living Space) in this chapter.

ii. *Single-Family Residential*

Single-family homes are subject to the lot coverage requirements as specified within the district-specific standards.

6. Landscaping

Landscaping of residential and non-residential developments shall follow the standards set forth in UMC Chapter 17.26 and additional landscaping standards for specific land uses provided in this chapter.

7. Lighting

The following standards apply to private realm lighting in all Downtown districts and are intended to guide careful and considerate installation of lighting throughout Downtown.

a. California Energy Commission (CEC), Title 24

Lighting shall conform to Section 132 of the 2008 Title 24: Energy Efficiency Standards for Residential and Non-Residential Buildings, effective statewide January 1, 2010, unless otherwise specified in this document or the UMC.

b. Application

Exterior lighting shall be provided to enhance safety and security as well as enhance the nighttime ambiance of Downtown Upland through accent lighting of entrances, outdoor gathering and dining spaces, building faces, and major landscape elements such as trees.

At a minimum, all developments, other than single-family residential units, shall be provided with safety and security lighting on walkways, in parking lots, and other exterior areas, as needed to provide a safe and secure environment.

Project lighting plans shall be subject to review and approval through the development review process.

c. Footcandles/Maximum Wattage

Areas shall be illuminated with a high pressure sodium or other City approved lighting system. The minimum acceptable lighting shall be 1 foot-candle, as measured on a reputable light meter, provided, however, that additional lighting may be required as determined by the Police Department. In addition, the following maximum wattages shall apply for outdoor lighting per lumiere:

- Non-Residential Buildings: 250 watts (or lumen equivalent)
- Residential Buildings: 100 watts

d. Efficiency

All outdoor lighting of 100 watts or greater shall have an efficiency of 60 lumens per watt.

Permanent outdoor lighting must be controlled by a photocontrol or time switch that turns off the lighting when daylight is available. Exceptions include lighting in tunnels and large covered areas requiring illumination during daylight hours. Where 2 or more lumieres are used, a control must be installed that reduces lighting power (in watts) through a continuous range from 50 to 80 percent during times of reduced daylight such as dusk, dawn and heavily overcast skies.

New development, redevelopment, and additions or alterations to existing structures must use the most efficient lighting equipment and bulbs available.

e. Shielding/Area of Illumination

Light fixtures shall be located, designed, and shielded so that light does not shine directly into residential units on the same property, onto adjoining properties, or cause glare or shine in the eyes of motorists or pedestrians.

Light fixtures shall include internal reflector caps, refractors, or shields (i.e., full cut-off) that provide an efficient and focused distribution of light.

Outdoor lighting shall coordinate and not double-illuminate areas of adjacent lighting.

f. Design/Height

Lighting fixture design, color, shape, style and materials shall match or complement the style, materials and colors of the buildings served.

Lighting standards in non-residential parking lots in and adjacent to residential and commercial uses shall not exceed 20 feet in height as measured from the adjacent grade to the top of the light fixture. Heights in all Downtown Districts shall not exceed district height standards.

Lighting standards in residential projects shall be in scale with the building and site design and in no case shall they exceed 18 feet in height from grade. Outdoor lighting fixtures on residential buildings may not be above the top of the eave or 25 feet, whichever is less.

g. Curfew

All commercial-related outdoor lighting must be turned off as quickly as feasible and safe after close of business, but no later than 30 minutes after the last patron or employee leaves the premises.

Signage and lighting required to be lit after-hours must be controlled by a dimmer to automatically reduce sign power by a minimum of 65 percent during nighttime hours.

Exceptions include signs lit less than one hour during daylight hours and metal halide, high pressure sodium, cold cathode and neon signs used to illuminate signs or parts of signs.

8. Nonconforming Uses, Structures and Signs

The standards in this section apply to all uses, structures and signs in Downtown Upland that came into existence legally, but that do not conform to the applicable standards and regulations of this Specific Plan.

a. General

i. Establishing Nonconformities

The burden of establishing that any nonconformity is a legal nonconformity shall, in all cases, be solely upon the owner of such nonconformity.

Repairs and MaintenancIncidental repairs and normal maintenance of nonconformities shall be permitted unless such repairs increase the extent of nonconformity or are otherwise expressly prohibited by this Development Code. Nothing in this section shall be construed to prevent structures from being structurally strengthened or restored to a safe condition, in accordance with an official order of a public official.

ii. Tenancy and Ownership

The status of a nonconformity is not affected by changes of tenancy, ownership or management.

b. Nonconforming Uses

i. Expansion

A nonconforming use may be expanded only if the expansion does not increase any adverse impacts to the surrounding area or character, or future development likely to occur.

ii. Change of Use

A nonconforming use may only be changed to a use allowed in the district in which it is located. In a district where non-residential uses are permitted, and subject to compliance with the standards for adaptive reuse, an existing single-family residential dwelling unit may be converted to a non-residential use. Once a nonconforming use is converted to a conforming use, it shall not be changed back to a nonconforming use.

iii. Abandonment

If a nonconforming use ceases, for any reason, for a period of more than 180 days the use shall be considered abandoned. Once abandoned, the legal nonconforming status shall be lost and re-establishment of the use shall be prohibited. Any subsequent use of the property shall comply with the standards and guidelines of the district in which it is located. This abandonment provision shall not apply to single-family dwelling units.

iv. Damage or Destruction

If the structure in which a nonconforming use is located is destroyed by any means to the extent of more than 50 percent of its current replacement value, it may not be re-established except in compliance with all standards and guidelines applicable to the district in which it is located. This damage or destruction provision shall not apply to single-family and multi-family dwelling uses, where the structures in which these uses are located may be reconstructed with substantially the same floor area, provided there is no increase in any other nonconformity.

c. Nonconforming Structures

i. Use

A nonconforming structure may be used for any use allowed in the underlying district.

ii. Expansion

A nonconforming structure may be expanded as long as the expansion does not increase the degree of nonconformity and the expansion does not violate standards for density, height or other applicable code provisions.

A nonconforming side or rear setback may be continued provided the addition complies with all other development standards and the California Building Code. For existing single-family dwellings that are listed on the City's Historic Resources Survey or Local Register and that have historically only had one garage space, the dwelling may be expanded without requiring a 2-car garage, provided there is at least one open on-site parking space available within a driveway.

iii. Moving

A nonconforming structure shall not be moved in whole or in part to any other location unless the move results in the entire structure being brought into compliance with all applicable standards and guidelines of this Development Code.

iv. Damage or Destruction

If a nonconforming structure is destroyed, by any means, to the extent of more than 50 percent of its current replacement value, it may not be re-established except in compliance with all regulations applicable to the district in which it is located. This damage or destruction provision shall not apply to a designated cultural resource or single-family and multi-family dwelling units, which may be reconstructed with substantially the same floor area, provided there is no increase in any other nonconformity.

The extent of damage or destruction shall be based on dividing the estimated cost of restoring the structure to its condition prior to such damage or destruction by the estimated cost of duplicating the entire structure.

d. Nonconforming Signs

The following shall apply to all legal, nonconforming signs.

A nonconforming sign may not be:

- Changed to another nonconforming sign;
- Structurally altered to extend its useful life;
- Expanded;
- Reestablished after a business has been discontinued for 60 days; or

- Reestablished after damage or destruction of more than 50 percent of its value, as determined by the Building Department.

No new sign shall be approved for a site, structure, building, or use that contains nonconforming signs unless such nonconforming signs are removed or modified to conform with the provisions of this chapter.

No building permit shall be issued for any structures, building expansions, or new building construction on a site which contains nonconforming signs, unless all signs on the site are brought into conformance with this chapter. This does not include interior alterations which do not substantially change the character or intensity of the site.

All nonconforming signs shall be removed at such time as the use of any site, building, or structure is changed. A change in business ownership shall not be deemed a change of use pursuant to this section.

G. Signs

All signage in Downtown Upland shall comply with the applicable provisions of UMC Chapter 17.20, except when this section expressly provides any specific alternative standards. Additional design standards and guidelines for signage are found in Section B.19 (Signage) in Chapter 6.

a. Purpose

The following sign standards are intended to:

- Ensure that signs erected within Downtown Upland are compatible and harmonious with their surroundings and are in keeping with the goals, policies, and design standards and guidelines within this Specific Plan;
- Provide for the identification of business enterprises;
- Promote traffic safety and community identity while also enhancing the visual quality of Downtown;
- Establish procedures and design regulations that control the location, size, type, and number of signs which may be permitted; and
- Encourage originality and visual appeal of signs in Downtown.

b. Signage Types Permitted

The types of signs permitted in Downtown Upland shall be limited to wall signs, plaque signs, window signs, projecting signs, marquee signs, awning and canopy-mounted signs, hanging signs, low profile or monument signs, restaurant menus, tenant directory, A-framed signs, and temporary signs. Additional design standards and guidelines for signs permitted in Downtown Upland are provided in Chapter 6, Section B.19.

Residential signs are also permitted and subject to the requirements of UMC Section 17.20.150. Other signs may also be permitted on a case-by-case basis by the Development Services Director through the development review process and pursuant to the standards specified in UMC Section 17.20 for the chosen sign type.

The following standards apply to each sign type:

c. General Standards

i. Multiple-tenant buildings and complexes shall develop a Master Sign Program to minimize the potential visual conflicts and competition among tenant signs, while ensuring adequate identification for each tenant.

ii. Where internally illuminated lighting is used, only individual letter signs shall be permitted.

iii. No "can" (box type) signs with a translucent plastic sign panel front and applied or painted lettering shall be permitted except for tenant logos.

iv. Can signs with opaque faces and push-through lettering shall only be permitted where the sign ties into the architecture of the building.

v. Exposed raceways shall not be used.

vi. Signs shall not be permitted on top of any roof, and no sign attached to a wall or eave shall project above the eave line of the building.

vii. In mixed-use buildings where residential use is limited to the second floor, signs shall be limited to the first floor.

viii. Where leasable office space occurs on a second level, window signs consisting of lettering only shall be allowed for building identification.

d. Sign Area

i. Single-Tenant Structures. One square foot of sign allowed per one linear foot of building frontage.

ii. Multi-Tenant Structures. One-half square foot of sign area allowed, per tenant, per linear foot of building frontage, not to exceed a total of one square foot of sign area per linear foot of building frontage.

iii. Multiple Frontages. Buildings with multiple frontages may apply signage to each frontage that is permitted by the calculation applied to the building face fronting on the public street.

e. Sign Height

i. Maximum height of letters shall be restricted to 1.5 feet unless otherwise specified below for individual sign types.

ii. Business identification shall not exceed 2.5 feet in height unless otherwise specified below for individual sign types.

f. Historical Signs

i. Signs having recognized historic or cultural significance to Downtown or the City, which do not meet current sign requirements, may be exempted from these regulations by the Development Services Director pursuant to the development review process, and further provided such signs are in good repair.

ii. For the purpose of determining historic or cultural significance, the sign shall be considered to be significant if the property on which the sign is located is shown within the Historic Preservation Overlay Zone in Figure 5-2.

g. Wall Signs

i. Wall signs shall be mounted flush and fixed securely to a building wall, projecting no more than 1 foot from the face of a building wall, and not extending sideways beyond the building face or above the highest line of the building to which it is attached.

ii. Wall signs shall not exceed 15 percent of the building façade.

h. Plaque Signs

i. Plaque signs shall be located only on wall surfaces adjacent to tenant entries.

ii. Plaque signs shall fit within an imaginary rectangle with a maximum area of 2 square feet.

iii. Plaque sign projections from wall surfaces shall be limited to a maximum of 2 inches.

iv. Signs shall include the business name and a business logo.

i. Window Signs

i. Window signs shall not obscure more than 20 percent of the total window area of any window visible from a public street, right-of-way, or parking lot.

ii. Sign copy shall not exceed 8 inches in height.

iii. Window signs shall be applied directly to the interior face of the glazing or hung inside the window thereby concealing all mounting hardware and equipment.

iv. Well-designed window graphics shall be used in the construction of the sign to attract attention but still allow pedestrians to view store interiors.

j. Projecting Signs

i. Projecting signs shall be oriented to pedestrians passing on the sidewalk in front of the buildings rather than to automobiles or pedestrians on the far side of the street. This shall be achieved by providing a minimum clearance of 1 foot between the building face and sign, and maintaining a projection of no more than 3.5 feet from the wall or building surface.

ii. Projecting signs shall fit within an imaginary rectangle with a maximum area of 5 square feet.

iii. Projecting signs shall be located near the front entry of a store. They shall not be located above the second floor window-sill in multi-storied buildings.

iv. If located above a pedestrian walkway, projecting signs shall maintain a minimum clearance of 8 feet as measured from the bottom of the sign to the walkway surface.

k. Awning and Canopy Signs

i. Sign lettering and/or logo shall comprise no more than 30 percent of the total exterior surface of an awning or canopy.

ii. Maximum height of lettering on canvas awnings shall be limited to 10 inches.

iii. Any signing on awnings shall be painted directly onto the awning material.

iv. Awning signs shall be restricted to the lower one-third of the awning and awning valence.

v. Lettering and graphics on awnings may occur on the sloped front, sides or fascia of the awning.

vi. Individual three-dimensional letters are recommended on canopy signs. Individual letters may be mounted within the vertical fascia of the canopy or attached to the canopy above the fascia.

vii. Canopies and awnings must maintain a minimum clearance of 8 feet above public sidewalks.

l. Under-Canopy Signs

Under-canopy signs shall not exceed 4 square feet per face, must maintain 8 feet clearance above sidewalks, and are not included within the aggregate size limitations of other signage.

m. Hanging Signs

i. Hanging signs shall be used only at ground floor locations except for upper floor businesses with covered entry porches and balconies.

ii. Hanging signs shall be treated similar to but smaller than projecting signs. Hanging signs, excluding supporting rods, chains or similar hangers, shall fit within an imaginary rectangle with a maximum area of 4 square feet.

iii. Hanging signs shall be oriented toward the pedestrian and impart a sense of creativity in the design.

n. Marquee Signs

i. Marquee signs shall be installed only on buildings occupied by theaters, cinemas, performing arts facilities or parking structures.

ii. The sign copy of marquee signs shall be limited to include only the facility's name and changeable copy related to current and future attractions.

iii. The facility name portion of the sign shall not exceed 40 percent of the total sign area and the changeable copy portions of the sign shall not exceed 80 percent of the total sign area.

o. Monument Signs

i. Not more than one monument sign shall be permitted for each lot frontage along a public street or alley.

ii. The total sign area shall not exceed 36 square feet.

iii. The maximum sign height, including the sign base, shall not exceed 6 feet in height.

iv. Letter heights should not exceed 1 foot.

v. The sign must be of a monument-type construction such as a solid base or at least two substantial legs (no pole signs).

vi. Monument signs shall be located within a landscaped area or planter.

vii. Low profile or monument signs shall be composed of individual lettering that is consistent with the image of the business and the surrounding architectural style.

viii. Architectural lines which complement that of the building shall be incorporated, especially with respect to the top of the sign.

ix. Low profile signs must be illuminated either by external fixtures designed to complement the appearance of the sign or halo-lit illumination.

x. Internal illumination may be permitted and shall be designed such that only text and logos illuminate.

xi. Opaque backgrounds are required and shall be of a non-reflective material.

xii. Sign text shall be limited to the building or project name, logos, and the business address.

xiii. Monument signs shall be setback between 0 to 5 feet from a front or street side property line.

xiv. Euclid Avenue. For monument signs along Euclid Avenue, the sign setback shall be a minimum of 15 feet from the property line along Euclid Avenue.

p. Restaurant Menu Signs

i. Restaurant menu signs shall be provided for all restaurants with table service.

ii. Restaurant menu signs are not included in the calculation of maximum sign area. The allowable area for restaurant menu signs shall be a maximum of 6 square feet.

iii. Restaurant menu signs shall be located in a permanently mounted display box on the surface of the building adjacent to the entry.

iv. For special circumstances in which restaurants occupy a considerable amount of window space, menus shall be decoratively displayed in the window adjacent to the entry.

v. Restaurant menu signs shall be appropriate in size, location, and design to the character and architectural detail of the building, as well as to the character of the restaurant.

q. Tenant Directory Signs

i. Tenant directory signs shall be constructed and oriented to the pedestrian.

ii. Tenant directory signs shall be mounted flat against a solid wall or incorporated into a freestanding sign located on the property on which the tenants are located.

iii. The maximum sign area, including the sign base, shall not exceed 6 square feet.

iv. The sign copy may include the following: building or project name, project logo, address, business tenant names, and suite numbers or letters.

v. The letter size of the building name, project name, or logo shall not exceed 4 inches in height. All other copy shall not exceed 2 inches in height.

r. A-Frame Signs

i. A-frame signs shall be constructed using one of the following durable materials: wooden or metal signs suspended from a wire frame, wooden A-Frame signs with open bases, or shaped silhouette signs made of plywood, metal, or similar wood-like material that can withstand various weather conditions.

ii. Glass, breakable materials, paper, laminated paper, vinyl, plastic, PVC pipe frames, or illumination, are not permitted materials for A-Frame Signs.

iii. A-Frame sign designs shall be uncluttered, with a minimum of text. Logos and graphics are encouraged.

iv. A-Frame signs shall not be permanently affixed to any object, structure, or the ground.

v. The maximum sign area per A-Frame sign is 8 square feet. Sign area is calculated on one side only.

vi. A-Frame signs may contain one area not larger than one square foot in size, with small text. The remainder of the sign lettering shall be between 2-4 inches high.

vii. The maximum size for rectangular A-Frame signs is 4 feet in height and 2 feet in width. Rectangular signs are required to have an open base, either with wooden cut-outs or legs.

viii. The maximum size for shaped silhouette A-Frame signs is 5 feet in height and 3.5 feet in width, provided the maximum sign area is not exceeded.

ix. A-frame signs may be located upon the premises or public sidewalk along a street

or alley provided they do not obstruct any required walkway or entry, crosswalks, public seating areas, or impede the view of vehicular traffic. Permits for A-frame signs shall be subject to review, approval, or approval subject to reasonable conditions, by the Development Services Director.

x. In the case of a multi-tenant building, one A-frame sign may be approved per building.

xi. A-frame signs shall be removed from sidewalks at the close of each business day.

xii. A-frame signs may not have attachments to them, such as banners, balloons, streamers, lights, or other attention-getting devices.

s. Temporary Signs

i. Temporary signs shall not cover more than 10 percent of the total window and door sign area visible from the exterior.

ii. Temporary signs are to be allowed on the interior of the business establishment only.

iii. Temporary signs are permitted to contain no more than 5 square feet of text and shall not exceed 10 square feet in size.

iv. Temporary signs are to be displayed for no more than two 30-day periods in a calendar year.

t. Temporary Community or Civic Signs

The City, as either sponsor or co-sponsor of Downtown or community-wide special events (such as the 2nd Avenue Market or Christmas Parade), may place banners, A-frame or sandwich board signs, or other appropriate temporary signs within the public right-of-way, excluding Euclid Avenue, subject to review and approval of their design and location by the Development Services Director. These signs shall be limited to a maximum area of 32 square feet and shall be allowed for a maximum period of 30 days per event, and shall be removed within seven days after the event. Signs over the public roadway shall maintain the minimum height above the roadway as specified in the UMC.

u. Murals

Where walls are decorated with scenic or artistic paintings or murals, which do not either advertise a product, or tend to become a mere extension or enlargement of a sign or other advertising materials, they shall be construed as a textural treatment of the wall surface and shall be subject to review and approval by the Development Services Director through the development review process. Murals should depict images that represent Upland's citrus history or communicate the historical significance of Downtown Upland.

H. Definitions

This section provides definitions of terms and phrases used in this Downtown Code that are technical or specialized, or that may not reflect common usage. If any of the definitions in this section conflict with definitions in the Unified Development Code or other provisions of the UMC, these definitions shall control for the purposes of this Development Code. If a word is not defined in this section, or in other provisions of the UMC, the Development Services Director shall determine the correct definition.

Definitions, "A".

A-Frame sign. A portable sign that is designed to stand independently and is intended to attract pedestrians into shopping areas.

Accessory building. A detached subordinate building or a portion of the main building, the use of which is customarily incidental to that of the main building or to the primary use of the land, and which is located on the same lot as the main building or primary use.

Accessory building (habitable). An accessory building, other than a second dwelling unit, which is designed and intended to be regularly used for the purposes of living, sleeping and eating.

Accessory building (nonhabitable). An accessory building which is not designed or intended to be regularly used for the purposes of living, sleeping, or eating.

Accessory Structure, Temporary. A portable, collapsible, or otherwise impermanent structure made of canvas, vinyl, aluminum, wood, metal, or similar materials; subject to the provisions of the UMC.

Accessory use. A use incidental to, related to, appropriate and clearly subordinate to the primary use of the lot or building, which accessory use does not alter the primary use of the lot or building or adversely affect other properties in the area.

Adaptive reuse. The conversion of historic or culturally-significant buildings from their original or most recent use to a new use.

Affordable housing. Housing that costs no more than 30 percent of a household's monthly income. That means rent and utilities in an apartment or the monthly mortgage payment and housing expenses for a homeowner should be less than 30 percent of a household's monthly income to be considered affordable.

Alcoholic beverage sales. The retail sale of any alcoholic beverage for off-premise consumption.

Alley. A public or private way, at the rear or side of property, permanently reserved as a means of secondary vehicular and pedestrian access to abutting property.

Animal sales and services (boarding). An establishment that performs on-premise medical and non-medical care of animals, including animal grooming, with overnight care or boarding of animals.

Animal sales and services (non-boarding). An establishment that performs on-premise medical and non-medical care of animals, including animal grooming, without any overnight care or boarding of animals.

Architectural feature. Any portion of the outer surface of a structure, including the kind, color and texture of the building material; the type and style of all windows, doors, lights, signs, walls, fences, awnings, canopies, screens, sculptures, decoration, roof shape and materials; and other fixtures appurtenant to the essential elements of a structure, such as an antenna, tower or chimneys attached to a rooftop.

Automated teller machine (ATM). A computerized, self-service machine that is used for financial transactions such as deposits, withdrawals and fund transfers.

Automotive service related use. A retail or service commercial place of business engaged in the supplying of goods and services associated with the operations and maintenance of motor vehicles and the fulfilling of motorists fleet needs, including, but not limited to, the following: the sale of motor fuels or petroleum products; the performance of major or minor automotive maintenance and repair; the sale and servicing of tires, batteries, automotive parts and accessories, and audio-video components and equipment; car washing and oil lubrication services; and the supplying of other incidental customer services and products.

Awning sign. A sign painted onto the canvas or valance of an awning.

Definitions, "B".

Bank or financial services. A financial institution such as a bank, credit agency or lending institution.

Bar or nightclub. Any bar, cocktail lounge, dancehall or similar establishment that provides live entertainment in conjunction with alcoholic beverage sales, and that is not part of a larger restaurant. Includes bars, taverns, pubs and similar establishments where any food service is subordinate to the sale of alcoholic beverages.

Beauty salon or barbershop. An establishment providing personal services, such as hairdressing, manicuring, facial treatment, and massage.

Bed and breakfast. An owner- or manager-occupied residence that provides more than five guest rooms.

Block. A parcel of land bounded on all sides by public streets, highways, freeways, railroad rights-of-way, flood control channels, creeks, washes, rivers or acreage unsubdivided into urban lots, or any combination thereof.

Business support services. An establishment within a completely enclosed building that provides services that are necessary to other businesses, such as blueprinting, computer rental and repair, copying, mailing and mailbox services, messenger services, and temporary employment.

Building. A permanently located structure having a roof (all forms of vehicles excluded.)

Definitions, "C".

Canopy sign. Any sign placed on or supported entirely by a rigid or nonrigid shelter or other structure projecting out from any exterior wall or portion of a building or other structure; or any sign attached to or suspended under any rigid or nonrigid portion or support of a building or other structure.

Commercial recreation (indoor). Any establishment that provides indoor entertainment activities as a primary use for a fee or admission charge, including archery ranges, billiard halls as a primary use, bowling alleys, electronic game arcades with four or more machines, shooting galleries, and skating rinks. Does not include establishments such as bars or restaurants that offer live entertainment, dancing, gaming tables or machines to their customers. Does not include gymnasiums and similar facilities, which are considered "health/fitness facilities." Does not include adult businesses.

Commercial recreation (outdoor). Any establishment that provides outdoor entertainment activities for a fee or admission charge, including amusement parks, miniature golf courses and swimming pools. Does not include facilities operated by a public agency, which are considered "park or recreational facilities" regardless of whether they require a fee or admission charge.

Convenience store. A retail store of 3,500 square feet or less in gross floor area, which carries a range of merchandise oriented to daily convenience and travelers feet shopping needs.

Cultural use (assembly). An auditorium, theater or similar indoor facility that is open to the public and is used primarily for religious services, films, performances or presentations. Includes churches, civic theaters, facilities for live theatrical performances, and concert and movie theaters. Does not include facilities for sporting events, which are considered "commercial recreation." Does not include adult businesses.

Cultural use (non-assembly). A facility that is open to the public and presents, displays, or exhibits material of cultural interest that are typically available throughout the day, such as an art gallery, aquarium, library, museum or zoo.

Definitions, "D".

Day care center (small). Any facility that provides non-medical care and supervision of less than 15 minor children for periods of less than 24 hours; that does not qualify as a family day care facility; and that meets the licensing requirements of the State.

Day care center (large). Any facility that provides non-medical care and supervision of 15 or more minor children for periods of less than 24 hours; that does not qualify as a family day care facility; and that meets the licensing requirements of the State.

Designated cultural resource. See definition in the UMC.

Development, New. The establishment of a new land use; the construction of a building or structure, and all alterations to existing site improvements or structures.

Development intensity. The number of dwelling units per acre (du/acre) for residential development and the floor-area ratio (FAR) for non-residential development. Residential density is calculated by dividing the total number of dwelling units by site acreage. Density shall be calculated on a project-wide basis. Floor-area ratio (FAR) is defined as the floor area of the building divided by the total project site area.

Dwelling unit. An integrated assembly of one or more rooms, in addition to a kitchen and bathroom, in a dwelling or apartment house designed for or occupied by one family for living or sleeping purposes, and containing only one kitchen.

Dwelling unit, multi-family residential. A development that provides multiple attached or detached dwelling units for occupancy by more than one family either on a single parcel of land, such as apartment complexes, or within a subdivision, such as condominiums and planned unit developments.

Dwelling unit, single-family residential. A detached residential dwelling unit that provides complete, independent living facilities on a single parcel of land, is designed for occupancy exclusively by one family, and has direct vehicular and pedestrian access from a public roadway.

Definitions, "F".

Fully shielded (full cutoff) luminaire. A luminaire emitting no light above the horizontal plane.

Definitions, "G".

Gas station. Any building or site used primarily for the retail sale and dispensation of motor fuels, lubricants and motor vehicle accessories, and the rendering of services and minor repairs to vehicles, not including painting, body work or fender work. A gas station may include food and beverage sales, as well as a car wash, as an accessory use.

Glare. Intense and blinding light that causes visual discomfort or disability.

Government office. Any office development used primarily for government business or operations.

Grocery store. A commercial development that includes one or more of the following uses: grocery department, meat market, drug department, liquor sales department, fruit and vegetable department, and sections or departments for the sale of incidental items of a convenient type.

Definitions, "H".

Hanging sign. A sign suspended from or supported from a building or structure projecting out there from more than 1 foot.

Health/fitness facility. A fitness center, gymnasium, or health and athletic club, which may include any of the following: free weights; a swimming area, sauna, spa or hot tub

facilities; indoor tennis, handball, racquet ball, archery or shooting ranges and other indoor sport activities.

Height. The vertical distance measured from the adjoining curb level to the highest point of the structure, exclusive of chimneys and ventilators; provided, however, that where buildings are set back from the street line, the height shall be measured from the average elevation of the finished grade at the front of the building.

Home occupation. Any use customarily conducted entirely within a dwelling and carried on by the inhabitants thereof, which use is clearly incidental and secondary to the use of the structure for dwelling purposes and which use does not change the character thereof, or does not adversely affect the uses permitted in the district of which it is a part.

Hotel (limited stay). A building designed for temporary occupancy, not to exceed 14 consecutive days, by individuals in guest rooms or suites who are lodged for compensation. A limited stay hotel may include accessory uses including swimming pools and spas, gyms, meeting facilities and retail uses.

Definitions, "I".

Instructional or production studio. A small-scale establishment for the instruction or production of art, including dance, painting, photography, music, sculpture and related arts, and that provides no more than two instructional spaces or facilities for no more than 20 artists at any one time. Larger facilities shall be considered "commercial recreation—indoor." The term "instructional or production studio" also includes studios for gymnastics, martial arts, yoga or similar activities, provided that they do not also offer fitness equipment similar to a gym.

Definitions, "L".

Landscape lighting. Luminaries mounted in or at grade (but not more than 3.5 feet above grade) and used solely for landscape rather than any other area lighting.

Light industrial. Any office and industrial uses that produce minimal traffic, noise, odors, or pollutants. Permitted land uses include light manufacturing, assembly, processing and office.

Live/work. A multiple-story, independent dwelling unit, either attached or detached, with a ground floor that is designed and built to be used for non-residential purposes and accommodate the public; the ground floor is not intended to be a home office or accommodate only home-based businesses.

Live Entertainment/Dancing. A musical, theatrical, dance, cabaret, readings or comedy act performed by or participated in by one or more persons on a site three or more days during a calendar year. This includes disc jockeys playing recorded music and dancing by patrons to live or recorded music. Live entertainment does not include the term "adult entertainment facility" or "adult entertainment establishment."

Loading space. An off-street space or berth on the same lot with a main building, or contiguous to a group of buildings, for the temporary parking of commercial vehicles while loading or unloading, and which shall abut a street, alley, or other appropriate means of ingress or egress.

Luminaire (light fixture). A complete lighting unit consisting of one or more electric lamps, the lamp holder, any reflector or lens, ballast (if any), and any other components and accessories.

Definitions, "M".

Major alteration. A physical modification to the exterior of a structure or a site that is more extensive in scope than a minor alteration or has a substantial visual impact in relation to the total design of the project. Major alterations typically include changes to building massing, building height, cladding the exterior walls in new materials, and extensive replacement of windows and doors, changes to site layout or landscaping, or other features with a new or unoriginal design in a structure or site.

Marquee sign. Any sign attached to and made part of a marquee. A "marquee" is defined as a permanent roof-like structure projecting beyond a building wall at an entrance to a building or extending along and projecting beyond the building's wall, and generally designed and constructed to provide protection against the weather.

Medical or dental laboratory. A facility that provides medical, dental, mental health, surgical and other personal health services for outpatients on a walk-in basis, including urgent care facilities, as well as medical laboratories that perform X-rays and conduct testing of specimens from walk-in patients. Does not include hospitals or other facilities that provide more intensive emergency or inpatient care.

Medical or dental office. A facility that provides medical, dental, mental health, surgical and other personal health services for outpatients, where appointments are typically scheduled in advance rather than on a walk-in basis. May also include a medical laboratory that performs X-rays and conducts testing of specimens. Does not include hospitals or other facilities that provide more intensive emergency or inpatient care.

Minor alteration. A physical modification to the exterior of a structure or a site that is limited in scope or has a minor visual impact in relation to the total design of the project. Minor alterations typically include the repainting of existing buildings and structures and the installation of or replacement of awnings, landscaping, lighting fixtures, roofing, limited portions of building materials, minor mechanical equipment, new storefront systems, and walls and fencing.

Mixed-use development. A development that provides both residential and nonresidential uses on the same site. It may include a vertical mix of uses, with dwelling units located above nonresidential uses, as well as a horizontal mix of uses, with dwelling units located adjacent to or behind nonresidential uses.

Monument sign. A low-profile freestanding sign connected to the ground with a solid base, and which reflects and complements the architectural theme of the buildings on the same property.

Motel (limited stay). A building designed primarily for the temporary accommodation of transient automobile travelers, not to exceed 14 consecutive days, by individuals in guest rooms or suites who are lodged for compensation.

Multi-family residential. A development that provides multiple attached or detached dwelling units within one subdivision for occupancy by more than one family. This may include, but is not limited to, condominiums, apartment complexes, and planned unit developments.

Definitions, "O".

Obtrusive light. Spill light that causes glare, annoyance, discomfort, or loss of visual ability. Light Pollution.

Definitions, "P".

Park or recreational facility. A non-commercial, outdoor recreational facility that is open to the general public and provides active or passive recreational opportunities.

Parking space. Any area which is usable and accessible for parking for one motor vehicle. A parking space excludes driveways, ramps, columns, loading areas, and office, laundry or work areas.

Parking- structured. Any off-street parking structure that is available for public parking or storage of vehicles, whether for free or for compensation. Does not include parking that is designated for a specific business or group of businesses.

Parking- surface. Any off-street lot that is available for public parking or storage of vehicles, whether for free or for compensation. Does not include parking that is designated for a specific business or group of businesses.

Personal services. An establishment other than a "professional office" that provides services to individuals as a primary use, and that may sell products related to these services as an accessory use, including dry-cleaning services, landromats, clothing rental, home electronics and small appliance repair, shoe repair shops, and tailors.

Plaque sign. A small version of a wall sign that is attached to surfaces adjacent to shop front entries.

Professional office. An establishment providing direct, "over-the-counter" services to consumers (e.g., insurance agencies, real estate offices, travel agencies, utility company offices, etc.) and office-type facilities occupied by businesses providing professional services and/or engaged in the production of intellectual property. This use does not include Banks and Financial Services.

Projecting sign. Any sign other than a wall sign affixed to any building or wall, a portion of which extends beyond such building or wall by more than 1.5 feet.

Projections and encroachments. Architectural elements of a building that may project into required setback areas or encroach into the public right-of-way as specified for each district. Projections and encroachments may include architectural features (cornices, eaves, chimneys, bay windows, mechanical equipment, roof overhang, etc.), awnings, canopies, porches, stoops, balconies, bay windows, fences, hedges and landscape architectural features, as specified for each district.

Public Art. Works of art, such as street sculpture, murals and lighting, as well as the design of street furniture and surfaces to improve the public realm and contribute to the character and identity of a place.

Public facility. A facility operated by a public agency for the purpose of carrying out public services and operations, such as a police station or library.

Definitions, "Q".

Qualified street frontage. The width of the storefront of a non-residential development fronting on a thoroughfare. In cases of corner or through lots, only one street frontage may be used as qualified street frontage for purposes of calculating permitted sign area.

Definitions, "R".

Residential care facility. Any family home, group care facility or similar facility for 24-hour nonmedical care of persons in need of personal services, supervision or assistance essential for sustaining the activities of daily living or for the protection of the individual. Includes convalescent homes, self-help group homes, non-hospital type care for the mentally and physically handicapped, or drug abuse facilities.

Restaurant (fast food). A restaurant where food is customarily ordered by patrons while standing at a window or counter located inside a building and where food is consumed on or off the premises. This use does not include drive-through establishments.

Restaurant (full-service, sit-down). A restaurant where food is customarily prepared on the premises and food orders are taken by and served to patrons by a waiter or waitress while the patron is seated at a table or dining counter located inside the restaurant.

Restaurant sign. A sign that incorporates a menu containing a listing of products and pricing offered by a business.

Retail store, general. A retail establishment that sells a variety of merchandise and is not otherwise identified in this chapter as a unique retail use, including antique stores, appliance and electronics stores, beauty supply stores, bicycle stores with incidental repair, bookstores, camera shops with incidental developing, drugstores, ice cream stores, department stores, dressmaking shops, hardware stores, florists, picture frame shops, retail bakeries, upholstery shops and any use of like kind or character.

Definitions, "S".

School. Any public or private, grade or secondary school which offers instruction in the several branches of learning and study required to be taught in the public schools by the Education Code of the state of California, and including high schools, junior high schools and elementary schools.

Second dwelling unit. An attached or detached residential dwelling unit which provides complete independent living facilities for one or more persons. A second dwelling unit shall be of a permanent character and shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the permitted single-family main dwelling is situated.

Senior housing. A residential development that provides multiple dwelling units for occupancy exclusively by senior citizens.

Setback. The minimum required distance between any structure and a specified line such as a lot, public or private right-of-way, easement, future street right-of-way or buffer line that is required to remain free of structures unless otherwise specified herein.

Sidewalk café. An area adjacent to an existing street level eating establishment within the area of the public right-of-way that is established in conjunction with the use of the abutting property for dining, drinking and circulation therein. A sidewalk cafe may provide either waiter or waitress service or self-service.

Sign. Any device, fixture, surface, or structure of any kind or character, displaying letters, words, texts, illustrations, symbols, forms, patterns, colors, textures, shadows, or lights, or any other illustrative or graphic display designated, constructed, or placed on the ground, on a building canopy, wall, post or structure of any kind, in a window, or on any other object for the purpose of advertising, identifying, or calling visual attention to any place, structure, firm, enterprise, profession, business, service, product, commodity, person or activity, whether located on the site, in any structure on the site, or in any other location.

Sign area. The entire area within a rectangle or series of rectangles enclosing the extreme limits of writing, representation, emblem, or any figure or similar character, together with any frame or other material or color forming an integral part of the display or used to differentiate such sign from the background against which it is placed; excluding the necessary supports or uprights on which such sign is placed, and superficial, nonilluminated column covers, ornamental trim, and other such incidental objects attached thereto which are not designed to convey a message; and excluding a reasonable amount of nonencompassed open area.

Single-family residential (attached or detached). A residential dwelling unit that provides complete, independent living facilities on the property, is designed for occupancy exclusively by one family, and provides direct vehicular and pedestrian access from the roadway.

Specialty food store. A retail establishment that sells only specialized types of foods. This includes but is not limited to imported food stores and general retail stores that specialize in products other than consumable products. A specialty food store is not a grocery store that sells a wide variety of common staple food items to qualify for government supplemental nutrition programs.

Spill light. Light from a lighting installation that falls outside the boundaries of the property on which it is located. Usually results in obtrusive light.

Street. A public thoroughfare or right-of-way dedicated, deeded or condemned for use as such, other than an alley which affords the principal means of access to abutting property including an avenue, place, way, drive, lane, boulevard, highway, road and any other thoroughfare, except as excluded in this Specific Plan.

Structure. Anything which is constructed or built, any edifice or building of any kind, or any piece of work artificially built up or composed of parts jointed together in some definite manner.

Structural alterations. Any change in the supporting members of a building, such as in a bearing wall, column, beam or girder, floor or ceiling joists, roof rafters, roof diaphragms, roof trusses, foundations, piles, or retaining walls or similar components.

Definitions, "T".

Temporary sign. Any sign constructed of wood, paper, cloth, canvas or other similar lightweight material, with or without frames, and all others, including painted windows intended to be displayed for a limited period of time.

Tenant directory sign. A sign on which the names and locations of occupants or the use of a building is given.

Townhouse or townhome. A single-family dwelling with party walls and no side yards between abutting dwellings.

Transparency. The percentage of a wall that is transparent. Ensuring a pedestrian-friendly street frontage requires buildings containing retail, office, or other active ground-level uses to provide a minimum percentage of street wall transparency, in order for these uses to get the amount of visibility required for healthy business operation. The percentage of ground floor transparency is specific to certain uses and must follow the standards defined for each district.

Definitions, "U".

Urgent care facility. A facility dedicated to the delivery of medical care outside of a hospital emergency department, usually on an unscheduled, walk-in basis.

Use. The purpose for which land or a building is arranged, designed, or intended, or for which either land or building is or may be occupied or maintained.

Used Merchandise. A retail establishment that sells a variety of secondhand merchandise, including thrift and antique stores, but excluding pawn shops.

Definitions, "W".

Wall sign. Any sign painted on or attached to and erected parallel to the face of, or erected and confined within the limits of, the outside wall of any building and supported by such wall or building, and which displays only one advertising surface.

Window sign. An advertising sign painted, attached, glued or otherwise affixed to either the exterior or interior side of a window, having copy visible from a public street, right-of-way or parking lot.

Design Standards & Guidelines

6

This chapter provides design standards and guidelines for two distinct yet highly inter-related components: the "private realm" and the "public realm".

The "private realm" consists of all privately developed sites, buildings and associated improvements, and is generally more limited in its accessibility to the public. The private realm design standards and guidelines supplement the development standards in Chapter 5 by providing direction on the more qualitative aspects of a development project. These standards and guidelines are to be used to give direction rather than prescriptive requirements and are intended to ensure that all new development maintain a high standard of design, enhance the character of its surroundings and contribute to the creation of a pedestrian-friendly and walkable Downtown.

The "public realm" consists primarily of the publicly-owned street rights-of-way and other publicly accessible opens spaces such as parks, plazas, the Pacific Electric Trail, and the commercial alleys. The public realm standards and guidelines are intended to help foster a streetscape that is appropriate for the level of pedestrian activity occurring along a sidewalk, is complementary with adjacent development, and establishes the visual context and the overall unity and identity of Downtown.

Proposed changes to the overall circulation network and parking supply in Downtown are addressed in Chapter 7, Circulation & Parking Plan.

Applicability

A. Compliance with Standards and Guidelines. The standards and guidelines in this chapter apply to all new development, redevelopment, and alterations or additions to existing structures. The standards and guidelines will be utilized during the City's development review processes, including site plan and design review, as defined in Chapter 9, Implementation, to ensure the highest level of design quality, while at the same time providing flexibility in their application to specific projects.

B. Mandatory Standards and Recommended Guidelines. The language in this chapter follows these principles:

- "Shall" refers to a mandatory design standard that all projects must follow.
- "Should", "may" or "encouraged" refers to a design guideline that the City strongly recommends, in order to achieve the guidelines' intent. If a project does not follow one or more design guidelines, it must use other design strategies to achieve the guidelines' intent.

C. Graphics. This chapter includes photos and graphics that illustrate the design standards and guidelines. These graphics are not meant to show the only possible design solution for any particular standard or guideline.

Using This Chapter

The design standards and guidelines in this chapter are organized as follows:

A. Architectural Styles. This section is to be used to determine an appropriate architectural style for a particular location in Downtown when a new building is being developed or redeveloped and to find information on basic features of Downtown Upland's existing building styles.

1. Craftsman—pg. 6-6
2. Spanish—pg. 6-7
3. Colonial Revival Style—pg. 6-9
4. Art Deco/Moderne—pg. 6-10

B. General Design Standards and Guidelines. This section contains general standards and guidelines for building and site design that apply to all sites district-wide. Specific land uses (e.g., residential, non-residential, etc.) are called out only in cases where the standards and guidelines do not apply to all uses. The following elements of design are addressed in this section:

Site Design

1. Building Placement and Orientation—pg. 6-11
2. Site Access—pg. 6-13
3. Connectivity—pg. 6-15
4. Open Space—pg. 6-15
5. Landscaping—pg. 6-16
6. Fences and Walls—pg. 6-17
7. Parking—pg. 6-17
8. Sustainable Site Design—pg. 6-19

Building Design

9. Architectural Character—pg. 6-19
10. New Buildings Adjacent to Historic Buildings—pg. 6-11.
Massing and Articulation—pg. 6-21
12. Facades/Frontages—pg. 6-21
13 Ground Level Facades—pg. 6-22
14. Entryways—pg. 6-23
15. Windows and Doors—pg. 6-24
16. Roofs—pg. 6-25
17. Materials and Color—pg. 6-25
18. Service Areas—pg. 6-26

19. Signage—pg. 6-27
20. Lighting—pg. 6-28
21. Sustainable Building Design—pg. 6-30

C. Key Sites. This section is to be used to determine whether the site in question is a key Downtown site by referencing Figure 6-1, Key Sites. Design standards and guidelines are provided for key sites in Downtown to draw attention to their importance for creating a visible, vibrant and pedestrian-oriented Downtown. These sites are also subject to general district-wide standards and guidelines listed above. Key sites are categorized as follows:

1. Key Gateways and Intersections—pg. 6-31
2. Development along Commercial Alleys—pg. 6-33
3. Development Abutting Pacific Electric Trail—pg. 6-33

D. Public Realm. This section provides standards and guidelines for specific elements of the public realm of Downtown Upland. The public realm is made up of two distinct zones: the "Pedestrian Realm", whose primary function is to accommodate pedestrian circulation, and the "Vehicular Realm", whose primary function is to accommodate vehicular circulation. A consistent set of standards allows for improved pedestrian circulation, safety and activity and creates a cohesive identity and environment for the Downtown. The following elements of design are addressed in this section:

Pedestrian Realm

1. Pedestrian Realm—General—pg. 6-35
2. Pedestrian Zone—pg. 6-37
3. Public Amenity Zone—pg. 6-38
4. Frontage Zone—pg. 6-39
5. Street Furnishings and Amenities—pg. 6-40
6. Landscape—pg. 6-46
7. Public Art—pg. 6-51
8. Public Spaces—pg. 6-52

Vehicular Realm

9. Vehicular Realm—General—pg. 6-55
10. On-street Parking Standards—pg. 6-55

Street-Specific Standards and Guidelines

11. Core Commercial Streets—pg. 6-58
12. A Street—pg. 6-60
13. Residential Streets—pg. 6-63
14. New Residential Streets—pg. 6-63
15. Peripheral Streets—pg. 6-64

A. Architectural Styles

As described in Chapter 2, Existing Conditions, Downtown Upland currently has a range of architectural styles that contribute to the urban character that is the basis of its charm. In keeping with Downtown's variety of architectural styles, guidelines for Downtown do not dictate architectural style. They address architectural design requirements on a number of broader levels, with the objective of establishing a "matrix" of components that will allow Downtown projects to develop over time while retaining a familiar scale and character.

Downtown Upland's existing mix of architectural styles should be supported, however, by new buildings and renovation projects. In some districts, a specific architectural style is more prominent, such as the Craftsman Style in the Pleasant View District. In other areas, such as the Residential Transit and Citrus Transportation districts, the architectural styles are more varied and a broader range of styles would be appropriate and encouraged.

The intent of the guidelines for Architectural Style focuses on promoting the general characteristics of Downtown Upland's predominant historic building styles. They have only two major subcategories, addressing: 1) how a building style should be determined for a particular site location, and 2) the basic features of Downtown's predominant historic building styles. While there are many architectural styles prevalent in Downtown, the most predominant styles include Craftsman, Spanish, Colonial Revival, 20th Century Commercial and Art Deco/Moderne. Character-defining features are provided in this section for all but the 20th Century Commercial style as these buildings typically have very little ornamentation and distinguishing features.

Each building's architectural style shall be individually reviewed for compatibility with adjacent and nearby buildings on the basis of height and architectural scale, spacing of openings and entrances, inclusion of pedestrian-scaled elements, materials, textures, and colors. If another architectural style is desired for which stylistic features are not provided in this chapter, buildings shall be individually reviewed for their authentic and quality implementation of the selected architectural style.

1. Style and Location

New and renovated buildings should reinforce the overall stylistic characteristics of buildings in the vicinity of the site. Approaches preferred, from most preferred to least preferred, are as follows:

A. The Predominant Existing Style in the Vicinity—along street frontage(s) within 200 feet of the property in question, or;

B. One of the Predominant Existing Styles in the Vicinity—along street frontage(s) within 200 feet of the property in question, or;

C. One of the Predominant Existing Architectural Styles in each District:

1. **Euclid:** Residential (Craftsman, Spanish, Colonial Revival and English Revival); Non-Residential (Classical Revival and Modern)
2. **Old Town:** Residential and Non-Residential (Craftsman, Spanish, Colonial Revival, Classical Revival, Art Deco/Moderne, Modern and 20th Century Commercial)
3. **Arrow Highway:** Residential (Craftsman); Non-Residential (Craftsman, Modern & 20th Century Commercial)
4. **Civic Center:** Classical Revival, Art Deco/Moderne and Modern
5. **Pleasant View:** Craftsman, Spanish and Colonial Revival
6. **Multi-family/Senior Housing:** Craftsman, Spanish and Colonial Revival
7. **Citrus Transportation:** Residential (Craftsman and Colonial Revival); Non-Residential (Spanish, Art Deco/Moderne and 20th Century Commercial)
8. **Residential Transit:** Residential (Craftsman and Colonial Revival); Non-Residential (Spanish)
9. **Olivedale District:** Craftsman; or

D. One of the Predominant Styles in Downtown Upland (as listed under each district above); or

E. Styles That Do Not Predominate in Downtown Upland — provided they comply with all applicable standards and guidelines in this chapter and are compatible in form and quality of detailing with buildings in the vicinity.

2. Character-Defining Features

The descriptions that follow outline basic formal characteristics that should be reflected in the Craftsman, Spanish, Colonial Revival and Art Deco/Moderne styles of architecture.

Small Craftsman Style residence in Downtown Upland.

Craftsman residence in Downtown Upland with horizontal massing, wood clapboard siding and low-pitched roof.

Downtown Craftsman residence with exposed rafters, full-width porch and dormer.

A.1 Craftsman

The Craftsman style includes, or can include, elements of Craftsman Bungalow, Brown Shingle, California Bungalow and American Foursquare styles. The Craftsman style is often associated with bungalows—low one-story houses with large front porches, usually constructed on small-to-medium-sized lots. Other character-defining features of the style include: low profiles, horizontal massing, wide overhanging eaves, exposed rafters and purlins, massive piers, porches that connect interior and exterior rooms, gabled roofs, dormers, and solid balustrades.

Massing

- Simple square or rectangular plan
- Horizontal massing emphasized by broad, low roof plane
- One, one-and-one-half, or two stories in height
- Symmetrical or asymmetrical composition

Siding & Exterior Finishes

- Wood clapboard siding is most common in Upland
- Shingle siding, often used in combination with clapboard, on gables
- Stone or brick foundation

Roofs

- Low-pitched, front or side gable roofs are most common
- Prominent front-facing gables, often pairing roof of porch and main gable
- Wide, unenclosed overhanging eaves, usually open with exposed rafter tails
- Decorative beams or braces under gables
- Gabled dormers common on hipped on side-gable examples
- Orientalist roof forms, with flared eaves, on some examples

Porches

- Partial or full-width one-story porch
- Gabled or shed roofs on projecting porch is most common
- Square or battered rock/stone piers
- Open or solid balustrade

Windows

- Windows generally have wood frames and are recessed
- Typically fixed or double-hung sash and often have stylized muntin and mullion patterns, particularly on upper sash
- Arranged singly, in pairs, or in horizontal rows
- Tripartite windows

Doors

- Doors are generally wide and typically heavy wood with a stained finish
- May include partial glazing and may be flanked by sidelights
- Most door openings have a wooden surround that is typically a simple wide, flat board

Downtown Craftsman residence with wide wood surrounds framing the windows and doors.

Architectural Details

- False half-timbering sometimes used
- Decorative attic vents in gable peaks
- Central porticos with classical columns on late examples influenced by Colonial Revival style
- Chimneys are generally finished stone or brick; clinker brick appears in some examples

Multi-Family Craftsman Buildings

- Duplexes and fourplexes typically mimic the appearance of single-family residences. Duplexes are typically one-story structures; fourplexes are generally two stories. These structures generally have a symmetrical façade.
- Bungalow courts are also typical in the Craftsman style. On a courtyard
- property, the facades of most (and probably all) of the structures in the complex are generally visible from the public right-of-way or the semi-public courtyard area.

A.2 Spanish

Spanish architecture includes, or can contain, elements of Mission Revival, Spanish Renaissance, Spanish Colonial Revival, Hispanic Pueblo, Monterey, Mediterranean and Stucco bungalow styles. Characterized by a combination of detail from several eras of Spanish and Mexican architecture, the style is marked by the frequent use of smooth plaster (stucco) wall and chimney finishes, low-pitched clay tile, shed, or flat roofs, and terracotta or cast concrete ornaments. Other characteristics typically include small porches or balconies, Roman or semi-circular arcades and fenestration, wood casement or tall, double–hung windows, canvas awnings, and decorative iron trim.

Spanish style home on Euclid features asymmetrical massing, smooth stucco finish and low-pitched roof.

Massing

- Buildings are simple, low, box-like masses of square or rectangular plan
- One or two stories although two stories is most common
- Symmetrical or asymmetrical facade

Siding & Exterior Finishes

- Smooth finish stucco is most common, usually white or light in color

The Spanish Colonial Revival Railroad Station building on A Street features smooth stucco finish and flat roof with shaped parapet.

Roofs

- Low or medium pitch hipped roof
- Wide overhanging eaves, usually open with exposed rafter ends or decorative brackets
- Flat roof with shaped parapet
- Dormers with hipped roof or shaped parapet
- Visor roof cantilevered from smooth wall surface
- Red clay tile roof covering
- Roofs extend over courtyards to enclose arcades

Porches

- Entry or full-width one-story porch is common
- Openings may be arched or arcaded
- Large square, battered piers
- Shaped parapet

Windows

- Windows are "punched" in the wall surface, recessed six inches or more.
- Generally have wood frames and casing
- Typically double-hung sash or casement
- May be divided or single light
- Arched window openings have a full semicircular arched shape

Doors

- Doors are often wide or paired
- Doors or doorways may be arched
- May include divided-light glazing
- Often flanked by sidelights

Architectural Details

- Shaped, stepped, undulated coping on parapet walls
- Bell tower
- Quatrefoil opening
- Ceramic and other ornamental tile accents are used to accent doors, windows and wall surfaces
- Dark, wrought iron balcony railings, grillework, hardware, light fixtures and building numbers are common
- Chimneys are generally finished in the same cladding as exterior walls and may have decorative elements at the top

Ornamental iron detailing accents this Spanish style home.

A.3 Colonial Revival Style

Colonial Revival is a wide-ranging term used to describe architectural styles in America. This style drew its beginnings from an interest in the houses of early European settlers on the east coast. An overall emphasis was placed on the use of classical elements. These buildings usually have an accentuated front door, with a decorative pediment supported by pilasters. Commonly, overhead fanlights or sidelights mark the entry design. These facades are almost always symmetrical with balanced windows and doors. The use of Palladian windows is also a common feature of this style.

Massing

- Simple rectangular or L-shaped plan
- Two stories
- Later examples may have overhanging second story
- Balanced symmetrical façade

Colonial Revival style home on Euclid features balanced symmetrical façade, wood shiplap siding side-gabled roof and paired gabled dormers.

Siding & Exterior Finishes

- Wood shiplap or other horizontal siding is most common in Upland
- Brick may also be used

Roofs

- Side-gabled roof is most common in Upland
- Hipped roof
- Gambrel roof
- Roofs are generally a medium-pitch regardless of form
- Wood or composition shingles
- Eaves are generally boxed
- Cornice board or frieze may appear
- Gabled dormers, if present, are generally arranged in symmetrical pairs or groups of three

Porches

- Partial or full-width one-story porches may exist on older examples
- Smaller porticos are common on later examples
- Classical columns
- Pedimented or half-round flat roof
- Flat roof on enclosed side porch

American Colonial Revival Duplex on 9th Street features symmetrical façade, boxed eaves with composition shingles, partial-width porch and classical columns.

Windows

- Each bay usually has only one window or pair of windows
- Typically double-hung sash with multi-pane glazing

- Often arranged in pairs
- Often decorated with louvered or paneled shutters

Doors

- Doors are typically located at the center of a symmetrical facade
- May be solid wood with vertical panels
- Often crowned by a full or broken pediment
- Pilasters or sidelights may flank door

Architectural Details

- Louvered or paneled shutters
- Quoins
- Round or quatrefoil windows
- Low, open-rail decorative balustrade atop portico or porch or along rooftop
- Short, stout chimney generally at one or both gable ends

The stepped parapet of the Downtown Upland Antique Warehouse is a feature of the Art Deco Style.

A.4 Art Deco/Moderne

The Art Deco/Moderne Style is a variation on the International Style that was developed among the European avante-garde in the early twentieth century, and spread to the United States in the period between World War I and World War II. Art Deco was not widely accepted as a residential style due to its stark, streamlined appearance, but it was commonly used as a commercial style. The plain surfaces of the boxy masses trimmed with multiple vertical recesses, ziggurat-like setbacks, stripped-down classical elements, and shiny, corrugated white metals were considered to be evocative of the speed and mechanization of the industrial boom in the 1910s and 1920s, also referred to as the "Machine Age". Most California examples were executed in stucco as a reference to the style's Mediterranean origins.

The Grove Theater exhibits Art Deco features by its geometric massing.

The Scheu Building, once the historic City Hall building, exhibits Art Deco features in its simple classical elements

Massing

- Geometric Massing
- Sleek, streamlined appearance
- Corner setbacks

Siding and Exterior Finishes

- Flat, smooth surfaces
- Steel-framed windows
- Simple, recessed window and door surrounds

Roofs

- Flat roof
- "Ziggurat" or stepped parapet

B. General Design Standards and Guidelines

Site Design

Site design refers to where buildings are located on a site, how they relate to their surroundings, and where space is provided for pedestrians, vehicles, and bicyclists. These site design standards and guidelines are critical to help promote the desired feel, function, and pedestrian-friendly environment that will create a successful Downtown.

B.1 Building Placement and Orientation

INTENT: These standards and guidelines ensure that buildings are highly visible, readily accessible and arranged to augment and be compatible with the character and design of development in the vicinity.

B.1.1 Neighborhood Context

B.1.1.1 The placement and orientation of the building on the site should augment the character of neighboring development.

B.1.1.2 The location of site uses should be coordinated with adjoining properties to avoid creating nuisances such as noise, light intrusion, invasion of privacy and traffic, particularly when development is adjacent to sensitive uses such as residential development.

B.1.1.3 Buildings should be compatible with the height, massing, setback, and design character of surrounding uses. New development should contribute to the visual quality and cohesiveness of its setting.

B.1.1.4 New development should not create unattractive views from neighboring uses by orienting blank building walls toward neighbors. Any visible building walls should incorporate architectural elements to create visual interest.

Massing and detailing reflect the surrounding small-scaled neighborhood.

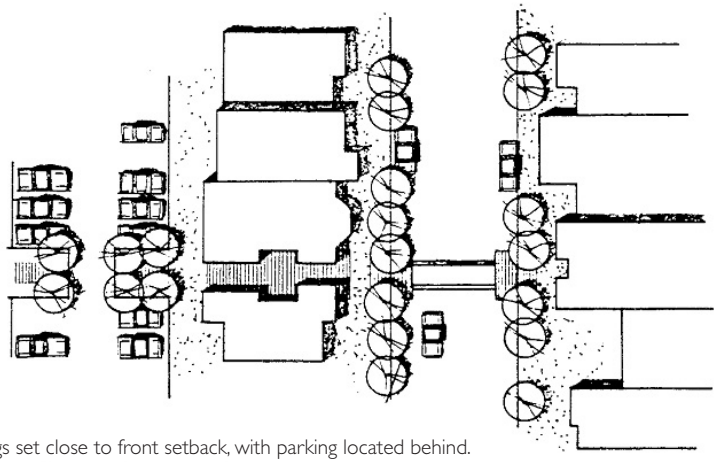
Buildings are set close to street and screen parking garage.

B.1.2 Pedestrian Orientation

B.1.2.1 Buildings should be located as close as possible to the front setback line or immediately behind a public or semi-private space, such as an outdoor seating area for a restaurant.

B.1.2.2 Buildings shall be oriented towards the street, so that they frame the pedestrian environment.

B.1.2.3 Ground floor parking should not be oriented towards the street. It should always be wrapped with an active street front use. Any parking above street level should also be wrapped with other uses.



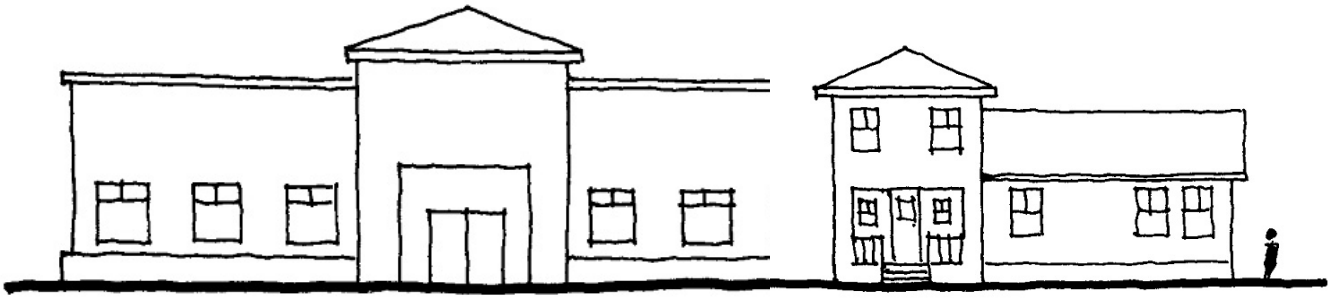
Buildings set close to front setback, with parking located behind.

B.1.2.4 Buildings should be oriented towards the sun when possible to provide natural heating and day lighting, and to maximize energy efficiency.

B.1.2.5 Building placement should take advantage of natural winds when possible so door and window openings are oriented to the prevailing wind direction to create a natural cooling system.

B.1.3 Building Mass

B.1.3.1 Large development projects should be developed as a complex of buildings rather than a single large structure.



Larger entry volume breaks up smaller mass.

Even single-family homes are made up of various building volumes.

B.1.3.2 Building massing should generally conform to buildings in the surrounding vicinity.

B.1.3.3 Spaces created between buildings should be designed to function as pedestrian plazas, courtyards and other outdoor gathering areas.

B.1.4 Service and Refuse Areas

B.1.4.1 Loading and service entrances shall not interfere with pedestrian and vehicular movement within the site.

B.1.4.2 Where possible, service vehicle access shall be provided through an alley, or through a common access point that is shared with other vehicles.

B.1.4.3 Trash enclosures shall be designed for collection from a side street, alleyway or parking area to avoid collection trucks needing to maneuver in busy roadways.

B.1.4.4 Trash enclosures, service areas, utility meters, and mechanical and electrical equipment shall be screened from public view and not interfere with pedestrian or vehicular flows within the project site.

Trash enclosure located in alleyway and screened from pedestrian view.

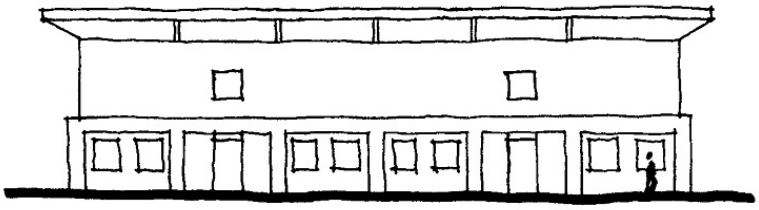
B.2 Site Access

INTENT: These standards and guidelines ensure that site access is not dominated by automobiles, even where vehicle access must be accommodated for parking or loading areas, giving pedestrian and bicycle access equal or greater consideration in site deign.

B.2.1 Building Entrances

B.2.1.1 Entrances to the site or building shall be directly accessible from the sidewalk.

B.2.1.2 Main building entrances shall be oriented toward a public street and include architectural features that give them prominence.



Multiple entrances along ground floor façade break up the long building wall.

B.2.1.3 Building frontages longer than 100 feet shall provide multiple entrances.

B.2.1.4 The main entry to ground level residential units shall be accessed by the façade facing the primary street. The main entry for a unit that does not front a primary street may be accessed from an internal pedestrian walkway.

Entrances to ground level units directly accessed from sidewalk.

B.2.1.5 The main entry to upper floor residential units shall be accessed from the pedestrian level of the primary street or pedestrian walkway by either an open or enclosed stairway.

B.2.1.6 Entrances to residential units in mixed-use buildings shall have a separate main entrance located on the primary street or alley.

Vehicle access provided through an alley.

B.2.2 Vehicle and Parking Access

B.2.2.1 Access points shall be limited to the minimum number that is necessary to serve the property.

B.2.2.2 Where possible, vehicle access shall be provided through side streets and alleys to limit the number of driveways along main thoroughfares.

B.2.2.3 In multi-family residential developments, garages shall face internal alleys not to exceed 150 feet long.

B.2.2.4 New single-family developments are encouraged to provide detached garages to the rear of the main dwelling consistent with historic development patterns in Upland.

B.2.2.5 Driveway width shall be minimized to the extent possible. If a driveway must accommodate large vehicles, such as delivery trucks, it shall provide the minimum width that can accommodate the effective turning radius of these vehicles.

B.2.2.6 Access on corner lot driveways shall be located as far as possible from intersections.

B.2.2.7 Building siting and parking design should maximize opportunities for shared parking, access entries and driveways, in order to minimize the number of curb cuts and limit the possible conflict between pedestrians and automobiles.

B.2.2.8 Main entries into sites shall be enhanced with decorative paving.

A well-marked, ADA accessible pedestrian path that is decoratively paved and landscaped.

B.2.3 Pedestrian, Bicycle and Universal Access

B.2.3.1 The main entrance of a building shall be accessible for people with disabilities and designed to meet the requirements of the American with Disabilities Act (ADA).

B.2.3.2 A clear and safe path shall be provided between bicycle parking areas and entrances from the street.

B.2.3.3 Streets in Multi-family Residential developments shall provide sidewalks for pedestrians as specified in the standards for Residential Streets in Section D.13.

B.2.3.4 On larger sites containing multiple buildings, direct pedestrian connections should be provided from the street to each building on the site where feasible.

B.3 Connectivity

INTENT: These standards and guidelines are intended to enhance the pedestrian connectivity throughout a site by promoting safe, accessible and attractive connections between parking areas, paths and building entrances.

An inviting courtyard adorned with special paving, trees, fountain and bench.

B.3.1.1 A well-marked, publicly accessible path of travel shall be provided between parking areas, buildings and sidewalks.

B.3.1.2 Pedestrian routes shall be designed to meet the requirements of the Americans with Disabilities Act (ADA).

B.3.1.3 Pedestrian routes shall include elements such as special paving materials, landscaping, shade structures, pedestrian scaled lighting and seating along pedestrian paths and walkways to encourage pedestrian use.

B.3.1.4 Design cues should be provided along pedestrian connections to help demarcate the transition between public and private spaces. These can include a change in colors, materials, landscaping or the dimensions of the space.

B.4 Open Space

INTENT: These standards and guidelines are intended to ensure that open space areas reflect careful planning and are designed in a manner that is attractive, safe, and encourages pedestrian use. These guidelines apply to non-residential, mixed-use and multi-family residential developments.

B.4.1.1 Projects shall develop a comprehensive open space network that uses open space areas to connect uses. Examples include on-site plazas, patios, courtyards, paseos, terraces, gardens and other open spaces that support pedestrian activity and community interaction.

B.4.1.2 Outdoor pedestrian spaces shall be well defined by buildings and landscaping, comfortably scaled, landscaped for shade and ornament, furnished with areas for sitting, and lighted for evening use.

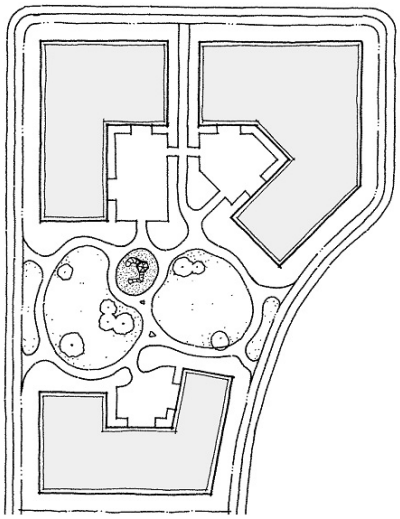
B.4.1.3 Paving in open spaces shall incorporate high-quality paving materials, such as stone, brick or tile and be permeable wherever possible.

B.4.1.4 Open spaces shall meet ADA requirements.

B.4.1.5 Open spaces should be publicly accessible during daylight hours and tie into the Downtown and citywide open space network where feasible, including public parks and bicycle and pedestrian pathways.

B.4.1.6 Public art should be incorporated into open spaces where appropriate.

B.4.1.7 In multi-family residential developments, common open space areas should be readily accessible from all buildings with the maximum number of units possible sited adjacent to the common open space areas. A major or minor recreation facility should preferably be within 300 feet of each dwelling unit being served.



Buildings should define street edge and provide enclosure for semi-private community open space.

B.4.1.8 In addition to the common open space areas, multi-family residential projects should be encouraged to provide each unit with usable private open space. These private spaces should be directly accessible from the unit and large enough to permit outdoor living activities. See Section E.2.f (Outdoor Living Space) in Chapter 5 for more standards related to private open space for multi-family residential developments.

B.4.1.9 Mixed-use buildings should be laid out to define the open space areas and position them to be used by both residential and non-residential uses.

B.4.1.10 In mixed-use developments, private open space areas for the residential component should be configured and designed so as to ensure privacy for residential uses while also providing linkages to the public open space components of the project.

B.5 Landscaping

INTENT: These standards and guidelines are intended to ensure attractive public and private open spaces that add to the pedestrian experience in Downtown. Landscaping shall be designed in accordance with Chapter 17.26, Landscaping, of the Upland Municipal Code (UMC), and the following standards and guidelines.

Landscaping activates the building façade, adds texture and highlights the building's architectural features.

B.5.1.1 A site's landscape design is an integral part of the overall site design and should be used to integrate development into its setting, rather than to camouflage it.

B.5.1.2 The landscaping requirements set forth in Chapter 5 represent the minimum acceptable landscape coverage. Developers are strongly encouraged to provide more than the minimum standard, particularly in publicly viewed areas, in order to create a more attractive environment for employees, residents and the general public.

B.5.1.3 Landscaping should be used to activate building facades, soften building contours, highlight important architectural features, screen less attractive elements, add color, texture, and visual interest, and provide shade.

B.5.1.4 Landscaping should be used at the edges of paths and open space areas to help define the spatial organization of the site.

B.5.1.5 A hierarchy of planting sizes and materials should be used to mark the transition between the horizontal ground plane at the sidewalk or parking area and the vertical frontages of buildings.

B.5.1.6 Existing mature trees in good health and appearance should be preserved and incorporated into the landscape design.

B.5.1.7 Planting and finishes should be selected appropriate to the type and volume of use. Durability of the landscaping is a key component of how the space will be used and maintained long after implementation.

B.6 Fences and Walls

INTENT: These standards and guidelines ensure that a balance is met between the need for privacy and security and the need to maintain visibility and contribute positively to the character of the community.

A low wall flanks a site entrance and is designed to complement the principal building.

B.6.1.1 Walls and fences shall be designed to be compatible with the character of the principal building(s).

B.6.1.2 Walls and fences shall be open and/or low along street frontages to maintain both a public character and sight distance for driveways where they occur.

B.6.1.3 Fence and wall panels should be divided into regular modules that reflect the module of the principal building.

B.6.1.4 Thick and thin elements should be used, with thicker pieces for supports and panel divisions. Fenceposts and support columns should be emphasized and/or built up.

B.6.1.5 Materials should be compatible with the principal building.

B.6.1.6 Screening fences located to the sides and rear of properties should be visually compatible with adjacent ornamental fence designs and adjacent building architecture.

B.6.1.7 Screening fences adjacent to residential properties shall be designed so that they maintain a character and scale appropriate to the residential neighborhood.

B.6.1.8 Chain link fencing, unfinished or unsurfaced concrete block walls and barbed wire shall not be used.

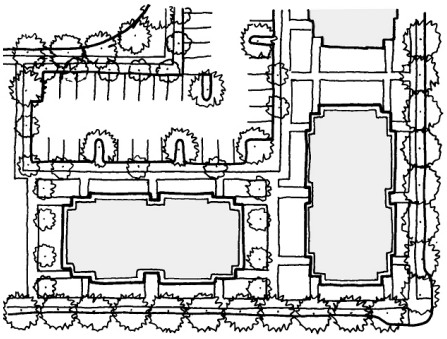
B.7 Parking

INTENT: These standards and guidelines ensure parking needs are met with creative designs that prioritize the pedestrian and are incorporated into sites without dominating the public realm. Landscaping, lighting, and bicycle parking shall be provided in parking areas as specified in Section F.4 (Parking) in Chapter 5.

B.7.1.1 Parking lots and structures shall be screened with an active use (residential, commercial building, etc.). In the rare locations where parking areas are exposed to the sidewalk they should be separated from the public right-of-way by a landscaped strip or hedge, or otherwise decoratively screened.

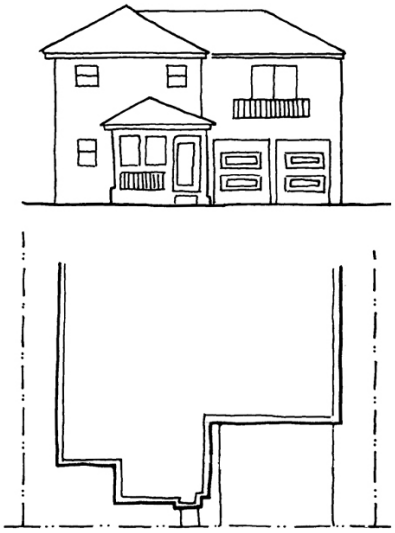
B.7.1.2 New single-family developments are encouraged to provide detached garages to the rear of the main dwelling consistent with historic development patterns in Upland.

B.7.1.3 In multi-family residential developments, garages shall face internal alleys not to exceed 150 feet long.



Parking is located behind buildings.

Parking garage decoratively screened with trees and artistic building façade.



Garage is set back from front façade to emphasize front entry to residence.

B.7.1.4 Pedestrian circulation paths shall be fully accessible and incorporated between parking areas and adjoining streets and buildings.

B.7.1.5 Pedestrian circulation shall not be constrained between the parking area and other neighborhood amenities that can be reached on foot. For example, fences shall not be placed where they would limit pedestrian circulation.

B.7.1.6 Surface parking areas should be divided into smaller units to decrease visual impacts associated with large expanses of pavement and vehicles. This can be achieved through the use of landscaped walkways, tree rows or other landscape solutions. Large areas of parking should be avoided. It is preferable to create small, connected parking lots utilizing shared driveways and located on side streets or alleyways.

B.7.1.7 Building siting and parking design should maximize opportunities for shared parking, access entries and driveways, in order to minimize the number of curb cuts and limit the possible conflict between pedestrians and automobiles.

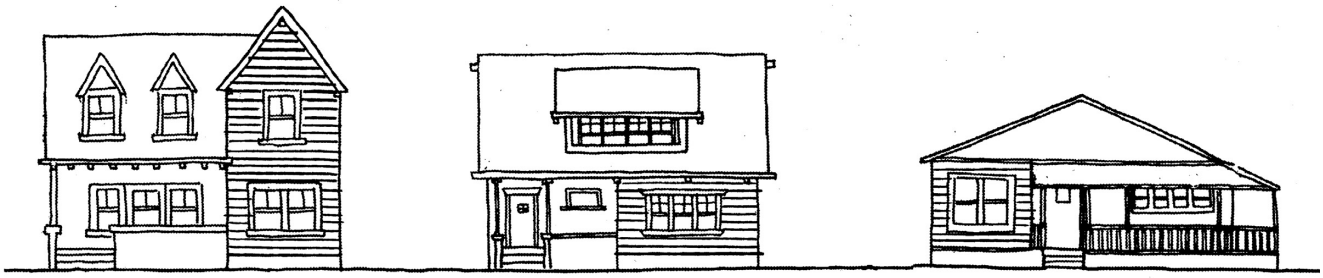
B.7.1.8 Parking areas should be designed with sustainable storm water management practice. This can include draining to bio-swales or permeable paving materials allowing rainwater to filter directly into the ground. On-site retention and filtering strategies are encouraged.

Parking area connected to sidewalk via shady pedestrian path.

B.8 Sustainable Site Design

INTENT: These standards and guidelines are intended to encourage developers to incorporate renewable energy and energy- and water-efficient technologies into site design.

B.8.1.1 The siting and design of new development shall maximize solar access and minimize the need for heating, cooling, and lighting.



The repeated use of a specific architectural element, such as horizontal wood siding, can create a thematic component that helps to identify a neighborhood.

B.8.1.2 Sites should be designed to be water efficient by utilizing native and/or drought tolerant trees and plants, installing water-efficient irrigation systems and devices (e.g., soil moisture based irrigation controls), and the use of permeable surfaces to retain storm water runoff on-site.

B.8.1.3 New public and private development should incorporate LEED electric charging stations in parking lots.

Building Design

Several concepts contribute to pleasing building design, including architectural character, massing, scale, articulation and materials. As Downtown Upland develops, each subsequent building should complement the form, scale and proportion (relationship of height and width) of adjacent buildings and should acknowledge, where appropriate, the historic character of Downtown Upland.

B.9 Architectural Character

INTENT: These standards and guidelines ensure that building design provides for development that enhances the character of the respective Downtown District.

B.9.1.1 New development should adhere to the predominant architectural style of buildings in the vicinity as set forth in Section A (Architectural Style) of this chapter. The authentic and quality implementation of appropriate established architectural styles is encouraged.

B.9.1.2 In areas where a predominant building style is not apparent or desirable, new development should not be so different in character that it is visually incompatible with existing development. Elements that can contribute to the creation of a distinct image include the architecture, street layout and design, landscaping, integration of open space and entry treatment.

B.9.1.3 Building design should complement surrounding development.

B.9.1.4 Building elevations should not be replicated across the street from each other or on adjacent parcels.

B.9.1.5 Building elevations on individual units within a multiple-family residential development shall have varied design elements within a unified design theme.

B.9.1.6 The design of residential accessory structures, such as secondary units, carports, detached garages, sheds and mailboxes should draw upon the architectural character of the primary residence.

Small, human-scaled building widths reflect historic development patterns.

B.10 New Buildings Adjacent to Historic Buildings

INTENT: In addition to all other site and building design standards and guidelines in this chapter, the following standards and guidelines ensure that the contextual setting for new construction adjacent to historic resources, either on-site or on an abutting lot, is considered.

B.10.1.1 The front setback established by the historic building should be maintained for new construction, where feasible.

B.10.1.2 The height of the historic building should be considered and reinforced either through the height of the new building's façade or the establishment of a significant upper floor setback on the side of the new building facing the historic building.

B.10.1.3 Roof form is a significant component of a building's architectural style. Therefore, design of a new building should be compatible with the form and massing of the roof of the historic building.

B.10.1.4 The massing of the new structure should be compatible with the scale and delineation of the massing of the historic building.

B.10.1.5 New buildings should incorporate contemporary versions of building elements used on historic buildings, such as window detailing, building ornament, signs and architectural or ornamental lighting. New features should be distinguishable from truly historic structures and features and should not create a false sense of historical or architectural authenticity.

B.11 Massing and Articulation

INTENT: These standards and guidelines ensure the development of pedestrian friendly and interesting buildings that activate the pedestrian realm through varied massing and articulation.

B.11.1.1 All sides of a building shall be treated with variation in massing and articulation, except where a zero side yard setback is allowed and a building's façade is covered from view by an adjacent building.

B.11.1.2 Non-residential building facades shall establish a small, human-scaled rhythm with individual building bay widths of 25 to 50 feet, to reflect historic development patterns in Downtown Upland.

B.11.1.3 Multi-family residential building facades shall establish individual unit widths no wider than 40 feet, in response to the typical historic graining of the lot patterns.

B.11.1.4 Articulation between façade sections shall be at least two feet deep and two feet wide.

B.11.1.5 Facade articulation elements should include notched setbacks, projecting bays, balconies, etc. Articulations should begin at the 2nd or 3rd floor. Ground level articulations, in the form of recesses, should be limited to avoid creating dark and unsafe areas.

B.11.1.6 New buildings should be no more than one to two stories higher or lower than the neighboring building. If higher buildings are desired, the massing should be stepped to create a smooth transition.

B.11.1.7 Where a new building with two or more stories abuts a single-story residence, the building should step back the upper stories on the side of the building abutting the single-story home.

Contrasting colors, a family of window sizes and decorative and functional canopies dress these building façades.

B.12 Facades/Frontages

INTENT: These standards and guidelines direct development to achieve an aesthetically appealing building façade through an attention to architectural details.

B.12.1.1 Building facades shall be designed to have a distinct base, middle, and top.

B.12.1.2 Features should be incorporated that project from the building face, such as window bays and pilasters, in order to establish depth and shadow.

B.12.1.3 Building reveals, or offsets in the wall plane, such as entryways and recessed windows should be provided.

B.12.1.4 Façade details shall appear integral to the architectural and structural design of the building rather than tacked onto the surface.

B.12.1.5 Contrasting colors, a family of window sizes and architectural ornamentation should be used to establish a rhythm to a façade and street frontage.

Individual tenant spaces are distinguished within a single building through variation in plane and canopied entrances.

B.12.1.6 Where multiple tenant spaces are incorporated into a building, individual tenant spaces shall be located within the building bays. This can be achieved by any of the following:

- Placing a column, pier, or pilaster between façade elements
- Applying a vertical slot or recess between façade elements
- Providing variation in plane along the building wall
- Varying the building wall by recessing the storefront entrance or creating a niche for landscaping or for a pedestrian area

B.12.1.7 One or more of the following elements should be used to articulate a building façade:

- Design details for the top of a building, including cornice lines, parapets, eaves, brackets and other detailing.
- Design details for the body, or middle, of the building, including windows, awnings, trellises, canopies, pilasters, columns, decorative lighting and window boxes.
- Design details for the base of a building, including recessed entry areas, covered outdoor areas and alcoves.
- Vertical architectural features, such as columns, piers, pilasters and slots.

Clear glass windows, elevated ground-floor height, decorative façade treatments and streetscape enhancements make for a pleasant walking experience.

Café seating is permitted in sidewalk right-of-way as long as there is a minimum 5-foot sidewalk width provided.

B.13 Ground Level Facades

INTENT: These standards and guidelines are intended to achieve a friendly and interesting pedestrian-scale building that contributes to the character of the Downtown area.

B.13.1.1 A ground floor retail use shall have a minimum floor-to-ceiling height of twelve feet.

B.13.1.2 Ground-floor façades shall be designed to give individual identity to each retail establishment. At adjacent storefronts, the change in establishments shall be clearly evident through a change in storefront façade. Solutions include a change in base materials, window type and/or door type. This is particularly important for storefronts located in the same building.

B.13.1.3 Clear glass windows shall be used for all commercial storefronts, entries, or display windows.

B.13.1.4 Where unique use or occupancy requirements preclude the addition of windows, such as theaters or parking structures, exterior walls shall be painted with murals, reflective of Downtown's heritage, designed to provide architectural relief, or shall be screened by landscaping and pedestrian amenities, such as trellises, benches, and sculpture, or shade structures.

B.13.1.5 Outdoor cafes and dining areas shall be permitted along street sidewalks in appropriate districts as indicated in Table 5-1 (Permitted Uses), where they do not encroach upon the minimum sidewalk right-of-way width for the street.

B.13.1.6 Ground floor residential units shall be elevated above the pedestrian eye-level as to give residents a "higher ground" and enhance privacy and security from pedestrian thru-traffic. Features to help accomplish this may include stoops, porches, or subterranean parking under housing complexes.

B.13.1.7 Building design should minimize direct sunlight into ground floor uses by incorporating strategically placed over-hangs, louvers, or similar shade-producing features.

The front entryways of these mixed-use buildings are clearly articulated with taller mass above, columns and recessed entries.

B.14 Entryways

INTENT: These standards and guidelines ensure that entrances are well-designed, appropriately scaled, and easy to locate from the street.

B.14.1.1 Main building entrances shall be oriented toward a public street and include architectural features that give them prominence. Entrances should incorporate one or more of the following treatments:

- Marked by a taller mass above, such as a tower or volume that protrudes from the rest of the building surface.
- Accented by special architectural elements, such as columns, over-hanging roofs, awnings and ornamental light fixtures.
- Indicated by a recessed entry or recessed bay in the façade.
- Sheltered by a projecting awning or canopy, designed as a canvas or fabric awning or as a permanent architectural canopy utilizing materials from the primary building.

B.14.1.2 Entrances to upper-story uses should incorporate one or more of the following treatments:

- Accented by architectural elements such as clerestory windows, sidelights and ornamental light fixtures.
- Indicated by a recessed entrance, vestibule or lobby. Doorways should be recessed for privacy, but should be clearly expressed through awnings, high quality materials or other architectural treatments.

B.14.1.3 Buildings with more than 30 dwelling units or four floors of non-residential space should have double height entries.

B.14.1.4 For ground floor residential units, entries should be individual, with steps, porches or stoops when facing streets, paseos or courts.

Entrance to upper-story uses is clearly expressed through massing and architectural details.

Ground floor windows use a larger window proportion than upper floor windows, each enhanced with decorative surrounds.

Door with high-quality ornamental features and windows to view in.

B.15 Windows and Doors

INTENT: These standards and guidelines are intended to ensure that doors and windows enrich the design of buildings and add to the pedestrian experience.

B.15.1.1 Façade openings and windows should be vertically proportioned, with a greater height than width. Appropriate height-width ratios typically range from 1.5:1 to 2:1.

B.15.1.2 Ground floor retail windows should utilize a larger window proportion than upper floor windows.

B.15.1.3 Upper-story windows should be enhanced with architectural details such as cornices, sills, molded surrounds, recesses, reveals and lintels.

B.15.1.4 Non-reflective coatings, low emissivity glass, and external shade devices should be used for heat and glare control.

B.15.1.5 Mirrored glass should only be accepted if it is used as an important architectural element or captures views to the outside that help to define placemaking qualities specific to Downtown Upland.

B.15.1.6 Operable windows should be used to take advantage of breezes and reduce energy costs.

B.15.1.7 Where unique use or occupancy requirements preclude the addition of windows, such as theaters or parking structures, exterior walls shall be painted with murals, designed to provide architectural relief, or shall be screened by landscaping and pedestrian amenities, such as trellises, benches, and sculpture, or shade structures.

B.15.1.8 Doors at building entrances shall include windows that permit views into the establishment.

B.15.1.9 Doors at storefronts with windows should match the materials, design and character of the display window framing. High quality materials such as crafted wood, stainless steel, bronze and other ornamental metals are recommended.

B.15.1.10 Detailing such as carved woodwork, stonework or applied ornament should be used on doors to create noticeable detail for pedestrians and drivers. Doors may be flanked by columns, decorative fixtures or other details.

B.15.1.11 Service or employee doors that are visible from public streets or walkways shall be an integral part of the building design.

B.16 Roofs

INTENT: These standards and guidelines are intended to ensure that roofs and roof-top structures are aesthetically integrated with and strengthen the overall building design and style.

The roof's form and materials reflect the architectural style of the building.

B.16.1.1 The roof's shape shall reflect the configuration of the building's mass and volume.

B.16.1.2 Roof forms shall maintain a consistent character from all vantage points.

B.16.1.3 Roofing materials shall appropriately reflect the architectural style of the building.

B.16.1.4 All roof-mounted mechanical, electrical and external communication equipment, such as satellite dishes and cell phone towers, shall be screened from public view. Screening shall be designed to be architecturally consistent with the building.

B.16.1.5 Access and walkways shall be provided for servicing and replacement of rooftop equipment.

B.16.1.6 If appropriate to the building's architectural style, the roofline should be strengthened with cornice or parapet detailing on flat roofs, or detailing around the eaves on sloped roofs.

B.16.1.7 False fronts and flat, thinly applied mansard forms should be avoided.

B.16.1.8 Highly reflective materials should not be used on visible roof surfaces.

B.16.1.9 Roofs of trash or service enclosures should be designed to complement the project building's roof style and colors.

Roof of trash enclosure reflects design of primary building.

B.17 Materials and Color

INTENT: These standards and guidelines are intended to create visually appealing buildings that incorporate high-quality complementary colors and materials to the Upland Downtown area.

Quality durable materials are featured in this building, including tile at the ground level that coordinates with the terra-cotta roof.

B.17.1 Material Uses

B.17.1.1 It is particularly important that the use of materials and colors reflect that of the surrounding development in order to contribute to the cohesive visual character of the area.

B.17.1.2 Painting of exterior buildings facades shall be done in colors that are appropriate, complementary and cohesive to the style of the majority of buildings in the vicinity.

B.17.1.3 Within a design theme, a variety of durable materials and textures is strongly encouraged. Durable, quality natural materials shall be used on the street level portion - at least the bottom 10 feet, from finished grade - of all new development. Examples of these materials include stone (e.g. granite, marble), terra cotta or tile, brick, transparent glass, metal (e.g. bronze, brass, chrome, baked enamel), etc.

More than two colors and materials are used to highlight different features of this building.

B.17.1.4 New developments adjacent to historic buildings shall respond in a compatible manner to the existing color, texture and materials used on the historic building.

B.17.1.5 All projects shall utilize compatible materials on all four sides of the building.

B.17.1.6 Materials and colors shall be related to masses and volumes, with changes in material/color following changes in mass.

B.17.1.7 More than two colors and materials shall be incorporated in a design and be used to highlight different building elements, including the ground-floor façade, vertical elements such as columns and pilasters, roof and parapet terminations and window sills. Intense colors, if used, should be accents. Mono-chromatic schemes are discouraged.

B.17.1.8 The type, form, material and color of all building projections, including awnings, trellises and canopies, shall be consistent with the overall building design.

B.17.2 Material Restrictions

Service entrance clearly signed with materials consistent with other building components.

B.17.2.1 The use of reflective glass, mirrored glass and dark colored glass should be avoided.

B.17.2.2 The use of metal should be avoided on buildings which are primarily residential.

B.17.2.3 The use of exposed concrete at ground level should be avoided.

B.17.2.4 The use of vinyl as an exterior building material should be avoided.

B.17.2.5 It is preferable to use authentic materials rather than have a material simulate another material.

B.17.2.6 If plaster is used, it should have a smooth finish.

B.17.2.7 Imitation plaster should not be used on the bottom 30' of any building.

B.17.2.8 In walls finished in concrete block, the mortar color should not be darker than the block color.

B.18 Service Areas

INTENT: These standards and guidelines are intended to ensure that service areas do not interfere with other building or site functions and reflect the site's overall design.

B.18.1.1 Mechanical equipment, trash and recycling bins and meters should be provided with architectural enclosures or fencing, sited in unobtrusive locations and screened by landscaping. The construction materials of mechanical and service area enclosures should be durable, washable and graffiti-resistant. Colors and finishes should be coordinated with colors and finishes of the associated building's material and color scheme. The

roofs of trash and recycling enclosures should match primary building style and color.

B.18.1.2 Trash enclosures shall be of sufficient size to house the number and size of trash bins and containers needed to accommodate the waste and recyclables generated by the building user, including trash, cardboard, cans and bottles, food waste, green waste and other recyclables.

B.18.1.3 Trash enclosures should be located away from adjacent parcels to minimize noise and odor impacts typically associated with garbage collection and storage.

B.18.1.4 Trash enclosures shall be designed so that precipitation cannot enter the enclosure.

B.18.1.5 If security lighting is needed, a minimum one foot-candle at ground level should be designed, integrated into the site design, shielded and located as low to the ground as possible.

B.18.1.6 Rooftop mechanical equipment shall be at least six inches below the parapet or screened by architectural features that are integral to the design of the building.

The design of this retail tenant sign is clear and easy to read.

The design of this monument sign matches the architectural style of the building to which it pertains.

B.19 Signage

INTENT: These standards and guidelines are intended to achieve signage that is carefully integrated with the architecture, streetscape and district where it is located, and to enhance the perception of quality of the Downtown as a whole. Signage should be reviewed concurrently with proposed projects.

B.19.1 Function

B.19.1.1 The purpose of signs shall be to identify a business or businesses and residences located at a specific site.

B.19.1.2 Signs should not be used as advertisements, with few exceptions as specified in Section G (Signs) in Chapter 5.

B.19.1.3 The design of a sign should be simple and easy to read.

B.19.1.4 The sign's message should be limited to the business name and/or the logo of the business occupying the site, with few exceptions as specified in Section G (Signs) in Chapter 5.

B.19.2 Architectural Context

B.19.2.1 Signs should respect the immediate context of the building's location and the overall character of Downtown. Projecting signs are more appropriate in Old Town and the Historic Core, whereas wall signs are more appropriately located in the Arrow Highway District, for example.

Signs should generally be symmetrically located on the façade and not obscure architectural details.

B.19.2.2 Sign design should conform to and be in harmony with the architectural character of the building and its use.

B.19.2.3 Signs attached to a building should be designed as integral components of the building in terms of size, shape, color texture and lighting and should not cover or obscure the architectural features of a building.

B.19.2.4 Bands, trim or building color, which are used to establish corporate identity and do not relate to the architectural style or other colors of the building shall be considered a sign and will be regulated as such.

B.19.3 Placement

B.19.3.1 Building signs should be located within an area of the façade that enhances and complements the architectural design and is visible to the pedestrian.

B.19.3.2 Signs should generally be symmetrically located within a defined architectural space.

B.19.3.3 Building signs should not obscure architectural details such as recesses, ornaments or structural bays.

Coordinated signage complements the building facade.

B.19.4 Design and Materials

B.19.4.1 Exterior materials, finishes and colors should be the same or similar to those of the building or structures on site.

B.19.4.2 Signs should be professionally constructed using high-quality materials such as metal, stone, hard wood, brass-plated, and exposed neon.

B.19.4.3 The colors and lettering styles should complement the building façade and harmonize with neighboring businesses.

B.19.4.4 Excessively bright colors or over-scaled letters shall not be used as a means to attract attention.

B.19.4.5 The design and alignment of signs on multiple use buildings should complement each other such that a unified appearance is achieved.

Decorative lighting fixtures are strongly encouraged.

B.20 Lighting

INTENT: These standards and guidelines are intended to ensure that pedestrian routes and building facades are appropriately illuminated to their use and location, with light fixture design selected to best complement the architectural design of the project.

B.20.1 Design

B.20.1.1 Exterior lighting shall be designed as an integral part of the building and landscape design and shall complement and enhance the selected style of the building.

B.20.1.2 Site plans and architectural plans shall include the location of fixtures, their design and the nature and level of the illumination they will provide.

B.20.1.3 When lighting is necessary, decorative lighting fixtures, such as gooseneck lighting, shall be used.

B.20.1.4 Lighting should generally be designed to include cut-offs to minimize the negative effects of lighting of the sky.

B.20.2 Height

B.20.2.1 Lighting sources should be kept as low to the ground as possible while ensuring safe and functional levels of illumination.

B.20.2.2 Area lighting should be directed downward or employ control features so as to avoid light being directed offsite as well as to avoid lighting of the night sky.

B.20.3 Area of Illumination

B.20.3.1 Illumination levels shall be provided to address security concerns, especially for parking lots, pedestrian paths, outdoor gathering spaces, at building entries and any other pedestrian accessible areas.

B.20.3.2 In general, the location of lighting should respond to the anticipated use and not exceed the amount of illumination required by users.

B.20.3.3 Higher lighting levels shall be provided on buildings or in areas with high levels of nighttime activity. Thus, commercial shopping buildings should have higher levels of illumination than residential buildings with lower levels of nighttime activity.

B.20.3.4 Illumination over an entire area or use of overly bright lighting is strongly discouraged. The use of a number of smaller lights is preferable to larger, more intense lights.

B.20.3.5 Lighting for pedestrian safety should illuminate changes in grade, path intersections and other areas along paths which, if left unlit, would cause the user to feel insecure. Recommended minimum levels of illumination along pedestrian paths between destinations is 0.5 foot-candles. At pedestrian destination points such as entryways, plazas and courtyards, lighting levels should typically achieve illumination of 1 foot-candle.

B.20.3.6 The placement of light standards, whether for street lights or garden lights, should not interfere with pedestrian movement.

Downlit lighting illuminates building façade and wall signs.

B.21 Sustainable Building Design

INTENT: These standards and guidelines are intended to encourage developers to incorporate renewable energy and energy- and water-efficient green building practices into the design and materials of new development.

B.21.1.1 New development should use energy efficient lighting fixtures, heating and cooling systems, appliances and equipment, and control systems.

B.21.1.2 New development should incorporate natural cooling and passive solar heating systems. These may include extended eaves, window overhangs, awnings and tree placement for natural cooling, and building and window orientation to take advantage of passive solar heating.

B.21.1.3 New buildings should be water-efficient through the installation of water conserving appliances and low-flow fixtures.

B.21.1.4 Trees, landscaping and sun screens should be used on west and south exterior building walls to reduce energy use.

B.21.1.5 New buildings should be installed with light colored "cool" roofs.

B.21.1.6 Construction and demolition waste should be reused and recycled, including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard.

B.21.1.7 New buildings should incorporate green or sustainable building materials, including recycled content materials that are consistent with the underlying architectural styles and character of the building.

B.21.1.8 New development should provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.

C. Key Sites

Although it is a primary goal of this document to facilitate better design of all buildings in the Downtown, extra care and attention should be given to key sites that mark important gateways and areas of pedestrian activity. These sites are identified in Figure 6-1 and include key gateways into Downtown, prominent intersections, and sites that abut the Pacific Electric Trail and commercial alleyways. In addition to the area-wide design guidelines provided in this chapter, special design standards and guidelines pertaining to these key sites are provided below.

C.1 Key Gateways and Intersections

INTENT: These standards and guidelines ensure that buildings located at key gateways or prominent intersections in Downtown are designed with a heightened awareness of the prominent sites at which those buildings are located.

This corner building displays a prominent clock tower and corner entrance while maintaining the scale of its environment.

C.1.1.1 Buildings located at key gateways and intersections shall be oriented and architecturally designed to emphasize the corner as a node of activity and architectural prominence. Solutions for developing projects that are of an exemplary quality at gateways or prominent intersections include:

- Tower elements as a prominent massing feature
- Entry plazas on corner sites
- Fountains or water features
- Distinct changes in the building volume at the primary entry
- Prominent landscape features, such as tall trees
- Dramatic building lighting for nighttime effect
- Public art installations that reinforce a theme of Downtown

At this key site, the buildings are set back to frame a public open space and landscaped area.

C.1.1.2 Near the corner, the building should either be sited on the property lines or set back to provide a public open space which provides direct access to the building or frames an open space between buildings.

C.1.1.3 Surface parking should not be provided at the corners of corner sites. Parking should be provided behind the building.

C.1.1.4 The primary building entry should be oriented towards the corner and be visible from the intersection.

C.1.1.5 Focal points should be created and incorporated into sites to establish a sense of place and orientation. Such elements may include fountains, plazas, public artwork, courtyards, tree clusters and seating areas.

C.1.1.6 Buildings should serve as an iconic representation of its district's character.

Figure 6-1 **Key Sites**

Metrolink Station

Rail Line

Pacific Electric Trail

Alleyway

Gateways and Intersections

Key Sites

Historic Downtown Upland Specific Plan

NORTH

0 500 1,000 Feet

C.2 Development along Commercial Alleys

INTENT: These standards and guidelines ensure that buildings located along the pedestrian alleys are designed to help activate the alleyways and encourage their use for pedestrian and bicycle circulation through Downtown.

Buildings address alley as pedestrian-oriented corridor, with entrances, window treatment, and decorative materials.

C.2.1.1 Buildings along Downtown's pedestrian alleys should be designed and oriented to address the alley as a pedestrian-oriented thoroughfare.

C.2.1.2 Buildings shall include pedestrian-oriented articulation, architectural detailing and amenities along the alley-facing façade. Such elements may include rear entrances, balconies, decorative windows, flower boxes and/or outdoor seating areas.

C.2.1.3 Buildings located at the intersection of an alleyway and primary street shall provide a diagonal-cut façade on the ground floor corner to minimize automobile and pedestrian conflicts.

C.3 Development Abutting Pacific Electric Trail

INTENT: These standards and guidelines ensure that buildings located along the Pacific Electric Trail enhance the trail through integrated open space, landscaping and architectural design.

Buildings along this trail are oriented towards the trail and provide a landscaped buffer.

C.3.1.1 Sites abutting the Pacific Electric Trail should design the site and buildings to allow visibility and open access to the trail.

C.3.1.2 Sufficient setbacks and landscape buffers should be provided between the trail and adjacent land uses.

C.3.1.3 On-site landscaping should be coordinated and transition to the landscaping along the trail. California-friendly plant species should be planted adjacent to the trail wherever possible.

C.3.1.4 Building facades facing the trail should include articulation, architectural detailing and amenities that address the trail as a pedestrian corridor. Such elements may include the use of natural buildings materials, decorative windows, canopies, shaded seating areas and public artwork, so long as they don't project into the trail right-of-way.

D. Public Realm

This section provides standards and guidelines for specific elements of the public realm of Downtown Upland to improve the attractiveness and effectiveness of the pedestrian experience and encourage walking as an attractive and effective mode of transportation. As such, they recommend design strategies for enhancing the physical safety, comfort, and convenience of the pedestrian environment as well as the aesthetic character and quality of the pedestrian experience.

The public realm serves several interrelated and overlapping roles. These include providing circulation and access throughout Downtown for numerous travel modes; providing public open space areas for people to meet, interact and linger; and helping to establish the visual context and character to unify and give identity to Downtown. In order to accommodate the diverse and sometimes competing functions, the public realm is made up of two distinct zones: the "Pedestrian Realm", whose primary function is to accommodate pedestrian circulation, and the "Vehicular Realm", whose primary function is to accommodate vehicular circulation.

The Pedestrian Realm generally includes the outer portions of the right-of way that flank the street, including sidewalks and any adjoining parks and plazas. The Vehicular Realm includes primarily the area of the public right-of-way within the curb-to-curb cross-section of the street that is occupied by travel lanes, parking lanes, and any medians, traffic circles, etc. that occur between the curbs. While the character and function of these two zones are inextricably linked, the standards and guidelines in this section have been organized by zone to facilitate their use.

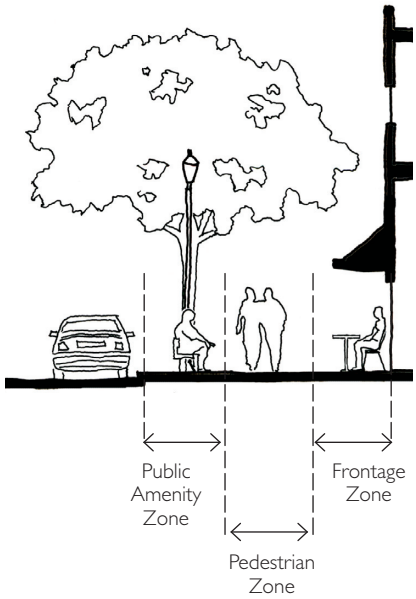
Street-Specific Standards and Guidelines are also provided to give guidance related to both the pedestrian and vehicular realms for specific streets in Downtown Upland.

Pedestrian Realm

The pedestrian realm, otherwise known as the public sidewalk area, is the primary area within the street right-of-way that is reserved specifically for pedestrian use. It also serves as the interface between the buildings and uses of the private realm and the vehicular realm, providing both connections and buffers. As such, the design of the sidewalk and the elements within it are critical to the creation of an active, pedestrian-friendly environment, which is an important goal for the Downtown Specific Plan and is essential to establishing the Downtown as a successful commercial and cultural center and a vibrant residential neighborhood.

For purposes of these guidelines, the Pedestrian Realm has been subdivided into three functional zones: the Pedestrian Zone, the Amenity Zone, and the Frontage Zone (see diagram). Each zone plays a slightly different role and has different design requirements. Standards and guidelines are provided for each zone as well as for other elements of the public sidewalk that apply across zones, including landscaping, street furnishings, etc. These zones are conceptual, and while they may be clearly represented and delineated on some streets, on other streets they may be missing or weakly defined. Below is a description of each zone and its specific function.

Pedestrian Zone. The pedestrian zone is the middle section of the sidewalk, and is flanked by the frontage zone and the public amenity zone. Its primary function is to accommodate the efficient movement of pedestrians. As such, it needs to provide an unobstructed, linear sidewalk space that is free of street furniture, street trees, planters, and other vertical elements such as light poles, fire hydrants and transit facilities, and be wide enough to accommodate projected volumes of pedestrian traffic.



Public Amenity Zone. The public amenity zone is the section of the public sidewalk that adjoins the street and buffers pedestrians from the adjacent roadway. This zone is the appropriate location for the majority of the public facilities and streetscape amenities that enhance and serve the pedestrian zone, including features such as street trees, landscaping, street lights, transit stops, fire hydrants, benches, news racks, and other street furniture and amenities.

Frontage Zone. The frontage zone forms the outer edge of the public right-of-way and typically is defined by a building façade, landscaping, fence, wall, plaza, or park (or, in less desirable, interim conditions, a surface parking lot). It functions as the interface between the public right-of-way and adjoining uses. As such, the design of this zone should be responsive to and support the adjoining use, which, depending on context, may mean providing a clear zone for store entrances, a "slow" zone for retail displays and window shopping, or a furnished zone for outdoor dining.

D.1 Pedestrian Realm – General

D.1.1 Sidewalks - Width

INTENT: To dedicate adequate space within the public street right-of-way to support a safe, comfortable, attractive, and robust pedestrian environment sufficient for the desired level of pedestrian activity.

Adequate sidewalk width for pedestrian activity.

D.1.1.1 Sidewalk Widths. Sidewalk widths shall be commensurate with the level of pedestrian activity desired for the specific street frontage. Sidewalk widths in high activity areas should not be less than 14 feet. Sidewalk widths of 14 feet or greater generally provide space for pedestrian amenities, for local business activity to spill out onto the sidewalk, and for a leisurely walking pace without vehicle traffic dominating the pedestrian realm.

D.1.1.2 Curb Extensions. Curb extensions at intersections are encouraged as a means of expanding the pedestrian zone where pedestrians are likely to congregate while waiting for transit or to cross the street.

D.1.1.3 Functional Zone Priorities. The widths of the sidewalk functional zones should vary in response to context, but sidewalk width should be distributed amongst the three zones according to the following priorities: pedestrian (highest), amenity (middle), frontage (lowest). See Street-Specific Standards and Guidelines for recommended widths for each zone by street and/or street segment.

D.1.2 Sidewalks - Paving

INTENT: To define and enhance the pedestrian environment and the quality and safety of the pedestrian experience through the use of consistent, coordinated, attractive, and high-quality paving surfaces.

D.1.2.1 Materials. Sidewalks generally should be paved with grey Portland concrete with a broom, or light sand-blasted, finish.

D.1.2.2 Dimensions. Downtown Upland has long used a 2-foot paving grid. Sidewalk paving should be divided into a grid of 2-foot squares that fits within the typical 14-foot wide sidewalk. The 2-foot dimension is nominal and can be adjusted in equal measurements either up or down.

Decorative paving at a crosswalk bulb-out.

D.1.2.3 New Development and Redevelopment. All new development and redevelopment shall include new sidewalks and/or sidewalk widening per the specifications of this chapter.

D.1.2.4 Decorative Paving -- Restrictions. In order to maintain a consistent character to the streetscape, decorative paving for building entrances, plazas, etc., generally should be restricted to the private realm, and not extend across the public sidewalk.

D.1.2.5 Decorative Paving -- Allowances. Limited decorative paving or elements are appropriate at bulb-outs and crosswalks and will be allowed within the frontage and walkway zones as long as such improvements:

- Are unique elements that contribute to the character and identity of the streetscape (e.g., private identity logos/emblems, historical plaques/markers, public art, etc.); and
- Have design review approval.

D.1.2.6 Alternative Paving Materials. Alternative paving materials (e.g., unit pavers, porous pavement, etc.) may be allowed in the amenity zone, particularly if they reduce stormwater runoff and enhance street tree health and viability. Such materials will still be required to conform to the paving pattern established by the 2-foot grid.

D.1.2.7 Accessibility and Safety. The design and composition of sidewalk paving must maintain smooth and level surfaces that meet universal accessibility requirements, and have a non-slippery surface when wet.

D.1.2.8 Sustainable Materials. Using quality materials and installation to ensure long use and avoid frequent replacement is the most sustainable practice. Recycled and/or locally-sourced paving materials should be specified whenever feasible in order to minimize resource depletion and energy to transport. For example, using fly ash - a material that is pre-consumer recycled content - as a substitute for portland cement in concrete.

D.1.2.9 Stormwater Management. The use of permeable or porous pavement in the amenity zone is encouraged whenever feasible as a means of reducing stormwater runoff rates and volumes and increasing water volume to the root zone of street trees.

D.1.2.10 Coordination with Public Facility Placement. The siting and design of public facilities such as street lights, tree wells, utility vaults, etc. should be coordinated with and responsive to the standard paving module, and not simply ignore the established ground plane pattern.

Concrete paving in the pedestrian zone and decorative brick paving in the public amenity zone.

D.2 Pedestrian Zone

INTENT: To accommodate convenient and comfortable pedestrian circulation, with sidewalk designs proportional to pedestrian traffic levels.

D.2.1.1 Width Proportions. The Pedestrian Zone should comprise at least 50 percent of the sidewalk width but never be less than 6 feet, whichever is greater.

D.2.1.2 Clearance. The pedestrian zone should not be obstructed with street furniture, utility poles, traffic signs, trees, etc., in order to maintain a minimum sidewalk width for pedestrian through-traffic. Streetscape amenities generally should be located in the Public Amenity Zone to maintain a clear walking zone.

D.2.1.3 Minimum Vertical Clearance. The Pedestrian Zone should maintain a minimum vertical height clearance of 8 feet, clear of overhanging tree limbs, protruding fixtures such as awnings, signs, or other horizontal obstruction.

A clear path of travel in the pedestrian zone.

D.2.1.4 Transitions. To ensure pedestrian safety and smooth flow of traffic, transitions in the width of the Pedestrian Zone should not be abrupt and should be signaled by some sort of transitional element.

D.3 Public Amenity Zone

INTENT: To provide space and amenities within the public sidewalk that contribute to pedestrian comfort, convenience, safety and interest, and support positive social interaction.

D.3.1.1 Width Proportions. The Public Amenity Zone should comprise at least 35 percent of the sidewalk width, but never be less than 30 percent, or 4 feet, whichever is greater.

D.3.1.2 Location. Public utilities and street furniture generally should be consolidated in the Public Amenities Zone to keep them from becoming obstacles in the Pedestrian Zone. This includes, but is not limited to street trees, planting strips, street furniture, bicycle parking, utility poles, signal poles, signal and electrical cabinets, signs, fire hydrants, etc.

This wide public amenity zone includes benches, bike racks and trash receptables.

D.3.1.3 Distribution and Concentration. Whereas the function of features such as light standards, street trees and trash cans requires an even distribution along the length of a street, street furniture should generally be located in high activity areas where people can be expected to congregate, such as transit stops, major building entrances, plazas, and retail and entertainment zones.

D.3.1.4 Setback from Curb. To the degree feasible, elements within the Public Amenity Zone generally should be setback at least 3 feet from the face of the street curb to avoid conflict with on-street parking (e.g. car doors, passenger loading, etc.), but no less than 1.5 feet.

D.3.1.5 Location of Utilities. Where practical, handholes, vaults and other utility access points should be located out of the sidewalk area, and in the private parcel area. Above ground utility boxes, control panels, etc. should be discouraged or located outside of the pedestrian realm of the sidewalk zone, and should have a standardized color where possible.

D.3.1.6 Undergrounding of Utilities. In order to reduce conflict with pedestrian movement and improve the aesthetic character of the public realm, utilities should be undergrounded whenever feasible, particularly on major and commercial streets such as 8th Street, Campus Avenue and Arrow Highway. Undergrounding projects should maximize space available for street tree planting.

D.3.1.7 Unified Design Identity. At a district scale, street furniture and utility boxes should be coordinated in design, type, color and material to contribute to a sense of identity in Downtown, and reflect and strengthen the local character.

D.3.1.8 Stormwater Management. The use of permeable or porous pavement and landscape designed to treat and attenuate stormwater flow in the amenity zone is encouraged whenever feasible as a means of reducing stormwater runoff rates and volumes.

D.3.1.9 ADA Clearance at Bus Stops. Bus stops shall maintain a 5 feet x 8 feet clear area for boarding of wheelchair users.

D.4 Frontage Zone

INTENT: To support adjoining commercial uses by accommodating private elements, features, and activities within the public right-of-way.

D.4.1.1 Width. The minimum frontage zone width is 1.5 feet. A frontage zone is not needed if the sidewalk corridor is adjacent to a landscaped space.

D.4.1.2 Constrained Frontage Zones. In the event there is insufficient right-of-way width, the frontage zone can be reduced to augment widths of the walkway and amenity zones. If there is insufficient frontage zone space to accommodate private uses such as cafes and sidewalk displays, additional area should be taken from the private realm rather than constrain the function or character of the pedestrian and amenity zones. In all cases, a direct path should be provided for pedestrians and the disabled.

The frontage zone may include cafe seating, awnings and umbrellas that do not obstruct the pedestrian zone.

D.4.1.3 Extension into Amenity Zone. In certain situations, sidewalk cafes and other commercial activities may be allowed to extend into the amenity zone rather than the frontage zone, or where extra wide sidewalks occur in both the frontage and amenity zones. Such use will require special findings to ensure such use and facilities enhance the overall quality of the public realm and do not impede pedestrian traffic or conflict with access to on-street parking.

D.4.1.4 Vertical Clearance. Awnings, canopies, and umbrellas used within the frontage zone should provide adequate vertical clearance so they do not infringe upon the pedestrian travel zone.

D.4.1.5 Private Furnishings. Private furnishings permitted in the frontage zone may include seating and tables, merchandise displays, planters, art, and portable signage (e.g., menu stand).

D.4.1.6 Decorative Elements. On streets with commercial frontages, businesses are encouraged to provide decorative elements (e.g., landscaping, potted plants, etc.) that activate the public streetscape, visually enhance the building frontage, identify building entrances, and generally engage the pedestrian realm, without constricting the flow of pedestrian traffic.

D.4.1.7 Elements Prohibited in Public Right-of-Way. Merchants are prohibited from using the public right-of-way in front of their business for displaying merchandise. A-frame signs and outdoor cafes may be permitted within the public right-of-way pursuant to the requirements of this Specific Plan.

Sidewalk cafes are encouraged and may require dividers from the pedestrian zone.

D.4.1.8 Sidewalk Cafes. Sidewalk cafes are encouraged within the frontage zone as a use that activates and energizes the public realm. See Table 5-1 in Chapter 5 to determine which districts permit Sidewalk Cafes.

D.4.1.9 Delineating Sidewalk Cafes. Sidewalk cafes that have more formal dining facilities (i.e., offer waiter service to their tables) or more than a single row of tables should provide a decorative element, such as a railing, rope divider, etc., that delineates the café from pedestrian travel zone. (This is a state requirement for serving alcohol). Such delineation is not required for less formal eateries such as cafes, coffee shops, and sandwich shops that have a single row of chairs and tables.

D.4.1.10 Plumbing and Mechanical Utilities of Buildings. Buildings should be designed to minimize the occurrence and mitigate the visual impact of plumbing and mechanical utilities within the pedestrian realm.

D.5 Street Furnishings and Amenities

INTENT: To help animate the pedestrian realm, support public use, contribute to the social and economic vitality of Downtown, and establish the character and identity of an area.

D.5.1 General Guidelines

Street furnishings such as benches, bike racks and trash receptacles should be located in the public amenity zone.

D.5.1.1 Public Amenity Zone. Street furniture and other amenities should be located predominantly in the public amenity zone to unambiguously indicate public use and maintain a clear zone for walking. If public amenities are located in the frontage zone adjacent to private property, they should be designed in such a way that they do not preclude public use.

D.5.1.2 Active Pedestrian Areas. Street furniture and other amenities such as trash receptacles, kiosks and newsstands, should be located in conjunction with active pedestrian areas such as intersections, key building entries, public parks and plazas, bus stops, important intersections and pedestrian streets.

D.5.1.3 Variety. Public streetscape furnishings should include a variety of amenities and selection of materials that add to the excitement and vitality of Downtown.

D.5.1.4 Continuity. Street furnishings should provide a continuity of streetscape features along the length of a street. At a district scale, coordinated design, type, color and material of street furniture contributes to a sense of community identity, complements the context of existing buildings and landscape and reflects and strengthens the local character of the Downtown. See Street-Specific Standards and Guidelines for guidance on individual streets.

D.5.1.5 Universal Access. Street furniture needs to be designed for universal access and to facilitate use by those of all ages and abilities.

D.5.2 Street Lighting

*INTENT: T*o ensure that public safety and security criteria are met through sufficient lighting, and that the design of light fixtures and the quality of the illumination add visual interest to the streetscape and contribute to the overall character and attractiveness of the street.

Light fixtures should be scaled for pedestrians.

Light Standards/Poles and Fixtures

D.5.2.1 Public Amenity Zone. Light standards should be located in the public amenity zone of the sidewalk and should not interfere with pedestrian circulation.

D.5.2.2 Historic Lighting Style. Street lighting shall primarily be oriented towards pedestrians and be selected to match the existing historic lighting in Downtown. If possible, new street light poles should include armature that allows for the hanging of flower baskets, artwork, etc. to add character and identity to the commercial streets.

D.5.2.3 Unifying Scheme. A single consistent style and size of pole and fixture should be used within a given district or street to create a unifying scheme of illumination that is appropriate to the scale of the street and the level and character of nighttime activity. Pole and fixture design should be coordinated with other street furniture and amenities to establish an attractive and unified design character. See Street-Specific Standards and Guidelines for guidance on individual streets.

D.5.2.4 Height. The height of light fixtures generally should be kept low to promote a pedestrian scale and to minimize light spill to adjoining properties. In active and more intimately scaled pedestrian zones pole-mounted fixtures should not exceed 12 to 15 feet in height from grade to light source. On larger streets, at major intersections, a mounting height of up to 18 feet may be acceptable.

D.5.2.5 Spacing. Generally, shorter light standards should be more closely spaced to provide appropriate levels of illumination. Although in lower activity areas where lower lighting levels are acceptable, closer spacing may not be necessary.

Levels, Direction, and Quality of Illumination

D.5.2.6 Limit Light Pollution. Illumination should generally be focused down toward the ground, avoiding all unnecessary lighting of the night sky. In addition to standard street light poles, light sources that are mounted closer to and focus illumination directly onto the ground plane, such as bollard-mounted lighting, stair lighting, and wall- and bench-mounted down-lighting, are desirable. Light fixtures should include internal reflector caps, refractors, or shields that provide an efficient and focused distribution of light and avoid glare or reflection into upper stories of adjacent buildings.

D.5.2.7 Levels of Activity and Illumination. Levels of illumination should be responsive to the type and level of anticipated activity, without over-illuminating the area (i.e., bright, uniform lighting of all public right-of-ways is not desirable). The level of illumination for pedestrian areas generally should range from 0.5 foot candles in lower activity areas up to 2.0 foot candles in more critical areas. (A foot candle is a unit of illumination, measured at the distance of one foot from the source of light.)

D.5.2.8 Illumination of Pedestrian Realm. Street lighting should focus on illuminating the pedestrian zone (e.g., sidewalks, paseos, plazas, alleys, transit stops), rather than the vehicular zone (i.e., the street).

Higher lighting levels near an intersection and crosswalk.

D.5.2.9 Illumination of Conflict Areas. Higher lighting levels should be provided in areas where there is potential for conflict between pedestrians and vehicles, such as intersections and crosswalks, changes of grade, and areas with high levels of nighttime activity. Thus, commercial shopping streets should have higher levels of illumination than residential streets that have lower levels of nighttime activity.

D.5.2.10 Color Balance. Color-balanced lamps that provide a warm white illumination and realistic color rendition are recommended.

D.5.2.11 Energy Efficiency. In order to conserve energy and reduce long-term costs, energy-efficient, Energy Star-certified lamps should be used for all pedestrian realm lighting, and hours of operation should be monitored and limited to avoid waste.

D.5.3 Seating

INTENT: To provide as much formal and informal seating as possible to increase the number of opportunities for people to socialize and spend leisure time outdoors along public streets.

D.5.3.1 Location. Benches and other forms of seating (e.g., low walls, planter edges, wide steps, etc.) should be provided throughout Downtown in sidewalks, plazas, parks and other high pedestrian use areas.

D.5.3.2 Design. Benches should be attractively designed to further promote pedestrian use. The benches should be fixed in place and constructed of durable and low-maintenance materials. Benches at bus stops should be incorporated into the design of the bus shelter.

D.5.3.3 Unsecured Seating. Use of individual, movable chairs is encouraged where there is an organization which is willing to manage their use (e.g., secure the seats at night). Such seating provides appealing flexibility that can enhance public use.

D.5.3.4 Informal Seating. The creation of seat walls, steps, and planters that can serve as informal seating areas is encouraged as a means of expanding the seating potential and providing diverse opportunities for social interaction.

Unsecured seating in a downtown environment that is managed by an organization.

D.5.4 Bicycle Racks

INTENT: To provide for a convenient, safe and user-friendly place for cyclists to leave their bicycles to encourage bicycling as a means of transportation.

D.5.4.1 Distribution. Bicycle parking within the public sidewalk generally should be accommodated with a number of smaller racks distributed along the length of a block, rather than one or two large concentrations of bike racks.

D.5.4.2 Placement. Bicycle racks should be located so that parked bicycles do not block the travel path of pedestrians, infringe upon seating areas or block ingress and egress to parked vehicles.

D.5.4.3 Prominent Location. Bicycle racks should be located in prominent locations within the public amenity zone that are clearly visible to cyclists from the street and from adjoining buildings and public spaces. Placement in view of doors and windows will ensure adequate surveillance from building occupants and visitors. Bicycle parking should not be located in isolated areas, dark locations, or garage recesses.

These bike racks are located in the public amenity zone and do not block the travel path of pedestrians.

D.5.4.4 Adequate Space. Due to the space required for bicycle parking, curb extensions are good locations to site bicycle racks, as long as the facilities do not interfere with pedestrian circulation. Providing space for bicycle parking should be considered a design criterion when designing curb extensions.

D.5.4.5 Design. Bike racks should be designed to allow the bicyclist to secure the bicycle frame to the device at two points of contact. Appropriate bicycle rack designs include the inverted U, the ribbon type rack, or the corkscrew. The design of bike racks may also be a form of public art that is both creative and functional.

D.5.5 Transit Stops

INTENT: To encourage and support the transit-oriented character of Downtown Upland by providing attractive, safe and quality public amenities at transit stops.

D.5.5.1 Prominently Signed. All transit stops should be prominently signed and all pertinent route and schedule information, including major connecting services, should be posted.

D.5.5.2 Seating and Shelter. All transit shelters should provide seating and protection from the sun, wind and rain. This can be achieved with either trees or a shelter, or both.

D.5.5.3 Design. Transit shelters and other amenities should be distinctive through strong architectural design that reflects the character of the district.

D.5.5.4 Energy Efficient. Transit shelters should be designed to promote transit and energy efficiency by incorporating features such as solar panels, LED lights, etc.

D.5.6 Wayfinding Signage

INTENT: To direct pedestrians and vehicles to Downtown and throughout Downtown with clear, attractive and visible wayfinding signs.

Example of modified wayfinding sign.

D.5.6.1 Design. The Downtown wayfinding system should provide directional and information signs that are attractive, clear and consistent in theme, location, and design.

D.5.6.2 Placement. Wayfinding signs should be co-located with other streetscape furniture (e.g., light standards, transit shelters) where possible to reduce visual clutter in the public realm.

D.5.6.3 Wayfinding and Signage System. The City's existing wayfinding system should be expanded and modified from the existing Downtown signage design along the peripheral streets to be more visible to pe-

destrians and motorists, while maintaining compatibility and consistency with existing Downtown signage. An example sign concept is shown in the graphic to the side.

Miscellaneous Amenities

D.5.7 Trash and Recycling Receptacles

D.5.7.1 Distribution. Separate trash and recycling receptacles should be located regularly at intersections, near major building entrances, near bus stops and the Metrolink Station, and adjacent to outdoor seating areas.

D.5.7.2 Design. Each receptacle should accommodate recycling, prevent wind and rain from entering the container, facilitate convenient access to the liner, and have the option of being anchored to the pavement.

D.5.7.3 Style and Color. The style and color of the City's trash receptacles should be coordinated with the selected bench design and be consistent throughout a district or the Downtown. See Street-Specific Standards and Guidelines for more guidance for individual streets.

Example of an appropriate trash receptacle.

D.5.8 Bollards

D.5.8.1 Pedestrian Zone. Where necessary, bollards should be used to prevent vehicles from entering pedestrian zones.

D.5.8.2 Public/Private Interface. Bollards may also be used to mark pathway entries at public-private interfaces.

D.5.8.3 Emergency Access. Bollard placement and design should be coordinated with emergency vehicle access; in certain locations, removable bollards may be appropriate to balance pedestrian protection with emergency access.

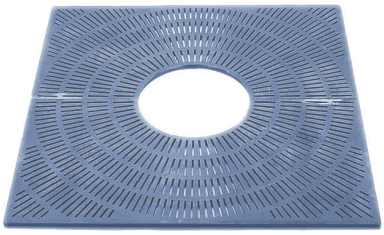
D.5.8.4 Style and Color. Bollard style and color should match the selected bench and be consistent throughout a corridor or district.

Bollards used to prevent vehicles from entering the pedestrian zone.

D.5.9 Tree Grates

D.5.9.1 High Pedestrian Activity. Tree grates should be used in commercial districts and areas with high pedestrian activity to protect trees and reduce safety hazards. See Street-Specific Standards and Guidelines for guidance on individual streets.

D.5.9.2 Use with Tree Wells. Tree grates should be used in all tree wells that are surrounded by paving, unless the wells are specifically designed for accent planting. In areas with lower levels of pedestrian activity, decomposed granite or gravel instead of tree grates may be permitted.



Appropriate tree grate for areas with high pedestrian activity.

Consolidated newspaper racks near other pedestrian amenities.

D.5.9.3 Added Fixtures. Grates that allow for integrated tree guards, decorative lighting, electrical fixtures and auxiliary power (for special events, holiday lighting, or maintenance) are encouraged.

D.5.10 News Racks

D.5.10.1 Consolidated Placement. Newspaper racks should be consolidated into consistently designed newspaper boxes to reduce the physical and visual clutter of individually placed newspaper boxes.

D.5.10.2 Location. Newspaper racks generally should be located at intersections, and where possible, co-located with transit stops, to provide an amenity to transit riders.

D.5.10.3 Restrictions. News boxes shall not be clustered or chained to trees, street signs, and utility poles.

D.5.11 Kiosks and Rest Rooms

D.5.11.1 High-Activity Areas. Kiosks and rest rooms should be located in high-activity areas such as public plazas and intersections. They should be constructed of durable materials that can be easily maintained.

A well-maintained permanent kiosk.

D.5.11.2 Permanent and Temporary Signs. Kiosks are places for both permanent and temporary signs. The kiosks should be designed with permanent signage in mind that ties into the wayfinding system; surfaces should be provided for taped or stapled temporary signs. Temporary signs should be removed regularly (e.g. monthly) to avoid clutter.

D.5.11.3 Consolidated Design. Design systems should be explored that combine rest rooms and kiosks into a single structure.

D.6 Landscape

INTENT: To provide trees and other plant materials as a means of enriching the pedestrian experience, enhancing Downtown aesthetics, and improving the health, sustainability and ecological function of the urban environment. A coordinated selection and spacing of tree species and other plantings can also help to establish a distinctive identity for a corridor or district.

D.6.1 General Guidelines

D.6.1.1 Location. Typically, the public amenity zone separating the sidewalk from the street will be the primary landscape zone, although landscaping should be introduced to all sidewalk zones as long as adequate clearance is maintained.

D.6.1.2 Comfort and Interest. Landscaping shall be introduced to the public realm to contribute to the quality of the pedestrian experience by adding color, texture, and form that add visual interest, and providing scale, shade, and buffering that contribute to the sense of comfort.

D.6.1.3 Planters. In order to provide variety and visual interest, pedestrian realm landscaping may include permanent above-grade planters, movable pots and planters, and hanging planters in addition to tree wells and planting strips.

D.6.1.4 Context. Plant materials should be in scale and compatible with the adjacent land uses and buildings. Plant materials and landscaped areas should be used to enhance the appearance of structures, define site functions and edges, and screen undesirable views.

D.6.1.5 Local Climate and Ecology. Plant species should be selected that are suited to climatic conditions in the Inland Empire, including native or naturalized species that provide potential habitat for local wildlife.

D.6.1.6 Reduction of Water Consumption. To minimize maintenance and water consumption, emphasis should be placed on the selection of California friendly, drought-tolerant species, and all landscape areas should be irrigated with high-efficiency automatic drip and low-flow watering systems.

D.6.1.7 Water Reuse. To minimize water consumption associated with public realm landscaping, the use of rainwater harvesting and recycled water for irrigation purposes should be encouraged.

D.6.1.8 Planting Conditions. When selecting trees and planting material, consideration should be given to their compatibility with the physical conditions of the urban setting, such as limited space for roots and canopies, limited soil fertility, impervious coverage of the root zone, heat build up, increased urban pollution, and compatibility with adjacent uses.

D.6.1.9 Plant Selection. Plant species should be responsive to climate, existing species and planting patterns, although planting diversity is allowed where it complements and does not detract from a prevailing planting theme or pattern.

D.6.1.10 Plant Selection for District/Corridor Identity. Species selection should include one or two species that are repeated regularly over the length of a block or throughout a district to provide visual continuity.

D.6.1.11 Maintenance. Landscaped areas should be properly maintained, which includes watering, removing debris and litter, modifying tree grates, and pruning and replacing plants when necessary. Adjacent private property owners are required to maintain the grounds and trees on any unpaved portion of the adjacent public street right-of-way, including abutting alleys, where space is provided for a City street tree or other planting, regardless of whether the adjacent property is developed.

Well-maintained landscaping in the public amenity and frontage zones.

D.6.1.12 Vertical Clearance. To maintain proper clearance, shrubs should be trimmed to 3 feet or less in height above the grade of the sidewalk. Tree canopies should be trimmed up to at least 8 feet over the sidewalk and 14 feet above the street.

D.6.1.13 Seating. Permanent above-ground planters should be designed so that the height and width of planter walls create suitable opportunities to double as informal seating areas.

D.6.1.14 Stormwater Management. Wherever feasible, landscaped areas should incorporate permeable or unpaved surfaces to reduce the "heat island effect," aid in stormwater management, and supply water to the root system of adjacent plants.

D.6.2 Street Trees

INTENT: To ensure that the selection of street trees for Downtown Upland are appropriate for the climate and conditions of Upland, contribute to the creation of a walkable pedestrian Downtown and create continuity and identity within a district or corridor.

D.6.2.1 Tree Protection. Maintain and protect existing mature trees wherever possible, including notching or stepping back of buildings where trees are deemed to be of significance.

D.6.2.2 New Tree Plantings. New and/or replacement street trees should conform to the predominant existing planting pattern with respect to spacing and alignment. Tree species may be changed for certain streets to reflect the recommendations specified in this chapter.

Unified street tree planting along a new development.

D.6.2.3 Trees in New Development and Redevelopment Areas. Street trees represent a critical framework element and piece of green infrastructure within the public right-of-way. In newly developing and/or redeveloping areas such as the Citrus Transportation and Residential Transit Districts, street tree design, including species selection, tree spacing, and planter dimensions, should occur concurrently with the development's build-to lines & setbacks. Street tree design should occur concurrently with, and guide, the selection and placement of public facilities such as street lights and signage, rather than being treated as an afterthought.

D.6.2.4 Unified Tree Planting Scheme. To optimize the beneficial effects of street trees, both aesthetic and as green infrastructure, emphasis should be placed on establishing and maintaining a consistent and well-coordinated planting scheme within a district or along a specific corridor. A formal planting scheme that uses a single, regularly spaced dominant species is appropriate for street trees in Downtown Upland. This should be done intermittently on a block basis to alleviate host-specific diseases. Accent

species that highlight intersections, special features or uses should be interspersed with the primary species, rather than replacing it. See Street-Specific Standards and Guidelines for information and guidance related to individual street tree planting.

D.6.2.5 Horizontal Clearance. Appropriate horizontal clearance is dependant upon species and subject to approval. Chapter 17.26 of the UMC and the DOT Design and Procedures Manual should be referenced. Generally, to maintain proper clearance and sight lines, street tree centerlines should be located no closer than:

- 10-20 feet from a building façade, depending upon tree form
- 10-25 feet from the curb line of an intersection, depending upon tree form
- 5 feet from a driveway or alley
- 5 feet from fire hydrants, underground utilities, utility poles, and parking meters
- 3 feet from sidewalk furniture
- 3 feet from curb adjacent to parallel parking
- 4 feet from curb for perpendicular and diagonal parking
- 15 feet from street lights

D.6.2.6 Tree Spacing. The maximum spacing for street trees should not exceed 40 feet on center. The minimum spacing for street trees is 12 feet for trees with small mature size. The optimum spacing should be responsive to species type and canopy characteristics. As a general rule, the following spacing should be used:

- Large canopy trees: 30 to 40 feet on center
- Medium canopy trees: 20 to 30 feet on center
- Small canopy trees: 15 to 20 feet on center

D.6.2.7 Double Rows of Trees. Generally, the Public Amenity Zone serves as the primary location for street trees in order to keep the pedestrian thoroughfare clear and to provide maximum space for tree canopies. However, on wide sidewalks a second row of trees may be planted interior to the amenity zone as long as adequate pedestrian way clearances are maintained. Similarly, additional rows of trees can also be added within the curb-to-curb street cross-section within the parking zone or in a center median.

Double rows of trees are permitted on wide sidewalks.

D.6.2.8 Pruning. To maintain health of tree (e.g. safety, longevity) and provide a pleasing form, existing street trees should be pruned per ANSI standards, and not be topped.

D.6.2.9 Vertical Tree Clearance. Street trees should be selected that have a branching pattern and bottom canopy height at maturity—generally 14 feet or higher—that will not obscure commercial signage and storefront windows or conflict with truck access. Lower branching heights may be appropriate in plazas or other open spaces.

D.6.2.10 Planting Conditions. The urban environment is not the ideal setting for growing trees. Thus, it is critical that efforts be made to provide the best possible conditions for proper tree growth when planting new street trees, including ample soil planting depth, subsurface preparation, aeration, root protection, irrigation, and drainage. Newly planted street trees will need supplemental irrigation until they are established.

D.6.2.11 Planting Trees in-ground vs. in planters. Primary street trees should be planted directly in the ground. The use of above-grade pots or raised planters for primary street trees is discouraged. The use of above-grade pots or raised planters may be appropriate for smaller accent trees.

D.6.2.12 Tree Wells. Trees can be planted in parkway planting strips or in individual tree wells. Tree wells are preferred in higher intensity areas with high levels of pedestrian activity, particularly cross-traffic between on-street parking and adjoining buildings (e.g., retail districts, sidewalk cafes, etc.).

Metal tree grate used to protect a tree in a high traffic area.

D.6.2.13 Tree Well Dimensions. In order to promote tree health, tree wells should generally be 6 feet by 6 feet or larger. In constrained areas, the minimum acceptable tree well is 4 feet by 6 feet. As existing trees are replaced, existing tree wells should be expanded wherever possible.

D.6.2.14 Tree Grates. In areas with high pedestrian activity, metal tree grates and tree guards may be used on all tree wells to protect trees, and allow for aeration and surface water collection. In areas with lower pedestrian traffic, decomposed granite in addition to park strips may be used. See expanded tree grate guidelines in Section D.5.9 above.

D.6.2.15 Continuous Planting Strips. Even where tree wells are used, continuous planting strips parallel to the curb should be installed, where possible, to provide maximum soil area for roots to spread. Planting strip areas should be filled with structural soil that prevents compaction and allows for better tree health, and is recommended for any tree planted in a sidewalk or hardscape plaza. The sections between tree wells may be covered with steel grating, cantilevered concrete, or pavers to create additional space for pedestrian amenities while also allowing air and water to penetrate.

D.6.2.16 Planting Strip Dimensions. Where appropriate, new parkway planting strips ideally should be 8 feet wide, and a minimum of 6 feet wide. Planting strip widths of 4 to 5 feet are acceptable in very constrained

conditions, but are the absolute minimum width needed for most trees to survive. In areas where sidewalk zones are widened, existing narrow parkway planting strips should be widened to 6 or 8 feet, whichever is feasible. An increased distance from building façade will maximize the space available for tree branching, canopy cover, and root zones.

D.6.2.17 Protecting Tree Roots. In order to avoid damage to pavement, appropriate, deep-rooted trees should be selected, and root barriers should be installed as necessary.

D.7 Public Art

INTENT: To add visual and intellectual interest to the public streetscape that enriches the pedestrian experience and fosters community identity.

D.7.1.1 Capital Improvements and Development Projects. All capital improvement and development projects should explore the integration of public art into the design of public streetscape elements (e.g., paving, street furniture, transit shelters, lighting, etc.).

D.7.1.2 Location. Public art should be located where it can be enjoyed by a large number of people, including sidewalks, intersections, plazas, and medians.

D.7.1.3 Enhance Challenging Pedestrian Areas. Public art should be incorporated into difficult pedestrian transition zones, such as the connections over the railroad tracks on 2nd Avenue or a future pedestrian bridge over the railroad tracks, to facilitate pedestrian use by enhancing and animating these spaces.

D.7.1.4 Interactive Art. Interactive art is encouraged. Examples include pieces that either invite user participation or provide sensory stimulation through touch, movement, or sound.

D.7.1.5 Educative and Interpretive Art. Public art should be used as a means of enhancing community understanding of Upland's history and unique cultural assets and appreciation for local artists.

D.7.1.6 Permanent and Temporary. Public art may consist of both permanent and temporary installations.

D.7.1.7 Unified Design Identity. The design and placement of public art should enhance and be coordinated with other streetscape improvements to ensure a coherent character for a given district or corridor.

D.7.1.8 Driver Safety. Placement of public art and monuments should not obstruct drivers' view of traffic control devices, be a distraction, or be located in a manner that could create a roadside hazard to motorists.

This water feature is an example of interactive art.

D.8 Public Spaces

INTENT: To provide for a system of parks, plazas, alleys and trails in Downtown that serve as visible and positive places to gather, walk and recreate for persons living, working or visiting Downtown.

D.8.1 General Guidelines

D.8.1.1 Accessibility. Small public places shall be designed to be accessible to the highest possible amount of users. They should be accessible from a public sidewalk or path and be inviting to the public.

D.8.1.2 Design Layout. The layout of public spaces should include seating areas and central design features. The design should combine hard and soft landscape.

D.8.1.3 Size. There is no minimum size for a public place, although established guidelines should be followed for a minimum size of a park dependent upon the purpose of the park.

D.8.1.4 Stormwater Management. Encourage public places to contribute to local stormwater management strategies.

A plaza celebrating the history of a downtown area with public art, decorative paving and a water feature.

D.8.2 Heritage Citrus Plaza

D.8.2.1 Location. Adequate square footage should be dedicated on the southeast corner parcel at 2nd Avenue and Stowell Street for a public plaza. New development on the parcel, including building design, shall integrate and complement the plaza.

D.8.2.2 Size. The Heritage Citrus Plaza should be of sufficient size that allows for informal gathering and organized events that may support new entertainment and commercial businesses south of the tracks.

D.8.2.3 District Identity. Heritage Citrus Plaza should help establish a unique identity for the Citrus Transportation District by incorporating elements that celebrate the citrus heritage of Downtown Upland. This may be accomplished through public art, citrus trees, decorative paving treatments, etc.

D.8.2.4 Views. This plaza should maintain sightlines over the tracks and to the Metrolink Station.

D.8.2.5 Pedestrian Orientation. Heritage Citrus Plaza should provide elements that foster an active and welcoming pedestrian environment to provide a connection to Old Town and minimize the perception of the railroad tracks as a barrier. Elements may include shade structures, active water features, benches, lighting or lit elements, decorative plantings, etc.

D.8.2.6 Defining Streetscape. Heritage Citrus Plaza should contribute to the creation of a pedestrian-oriented streetscape along Stowell Street and 2nd Avenue through landscaping, lighting and furnishings.

D.8.2.7 Furnishings and Amenities. Site furnishings and amenities should complement the contemporary design of new street furnishings along A Street (See Street-Specific Standards and Guidelines) to help establish unity and identity within the Citrus Transportation District spanning both sides of the tracks.

D.8.3 Central Park

D.8.3.1 Location. The southeast corner of 9th Street and 3rd Avenue should be reserved for a centrally located park in Downtown, easily accessible for nearby residents, workers, shoppers, and those arriving by Metrolink.

D.8.3.2 District Identity. The central park should consider its location within the Pleasant View District and draw connections with the historic character of this residential neighborhood. This may be accomplished through the design of site structures, landscaping and furnishings.

D.8.3.3 Connection with Old Town. The design of the park should create a visual transition from the Pleasant View District to the Old Town District and vice versa through a graceful merging of the planting and lighting palette between the two districts.

D.8.3.4 Lighting. Lighting shall be sufficient for safe night use.

D.8.3.5 Park Amenities. The provision of amenities within the park should consider the needs and desires of those living and working in Downtown. City staff shall work with the community to design the elements to be included in the park.

A small public park should be located Downtown.

D.8.4 Pacific Electric (PE) Trail

D.8.4.1 Linear Parkway. Improvements to the PE Trail should enhance its role as a linear parkway and an important pedestrian and bicycle linkage to Downtown residences, businesses, the Civic Center, Senior Center and the Metrolink Station (shown in Figure 6-2, Street Typologies).

D.8.4.2 Shade Trees. A continuous double-row of shade trees should flank the trail to emphasize the route as a linear parkway and provide continual shade to the trail and rest areas.

D.8.4.3 Frequent Rest Stops. Frequent rest stops with benches in shady areas should be provided along the PE Trail.

D.8.4.4 Connections. The PE Trail should make strong connections to land uses north and south through clear and convenient access points, coordinated landscaping, public art, and the provision of outdoor amenities.

Example of a well-maintained trail with adequate landscaping.

D.8.4.5 Mid-Block Crossing at Euclid Avenue. A mid-block crossing for pedestrians and bicyclists should be provided for the Pacific Electric Trail at Euclid Avenue. Chapter 7, Circulation & Parking Plan, presents two types of potential crossing treatments: overhead beacons or in-pavement flashers.

D.8.4.6 Decorative Treatments. Paving, plantings and furnishings along the PE Trail should be decorative and designed to stand up to high volumes of pedestrian traffic.

D.8.4.7 Consistent Palette. The PE Trail should use a consistent planting and materials palette, as well as consistent site furniture, along its entire length to strengthen the connection between Downtown districts. Native plantings should be used along the PE Trail.

* Refer to the Upland Bicycle and Pedestrian Facilities Master Plan for more specific guidance and implementation measures for different segments of the Pacific Electric Trail through Downtown.

An example of a shared-use alley with landscaping, lighting and other amenities.

D.8.5 Shared-use Alleys

D.8.5.1 District Identity. Shared-use alleys in commercial districts in Downtown are primarily pedestrian in character (shown in Figure 6-2, Street Typologies). Detailing and materials of the right-of-way should clearly signify the space as more "paseo" than street in order to encourage their use for pedestrian activity.

D.8.5.2 Pedestrian Orientation. As pedestrian throughways and as access routes to secondary building entrances, the design of alleyways should primarily consider their use for pedestrians before motorists.

D.8.5.3 Paving. Alleys should have paving materials that are conducive to both pedestrian and vehicular activity, e.g. unit pavers, from building face to building face. Where possible, the paving should be designed to attenuate stormwater flows, e.g. with the use of porous paving materials and retention systems.

D.8.5.4 Drains. Area drains should be located in the center of the alley.

D.8.5.5 Sidewalks and curbs. Sidewalks and curbs are not necessary.

D.8.5.6 Loading and Service. All loading and service areas must be gated or otherwise secured, and should be on-parcel, keeping the right-of-way clear.

D.8.5.7 Trash bins. Trash bins must be screened from view at all times and may not intrude into the alley right of way. Trash enclosures shall also have solid-cover roofs.

D.8.5.8 Vehicle Circulation. Alleys should have one-way vehicle circulation, due to their narrow right-of-way width.

D.8.5.9 Parking Access. In the case of new parking access, a 5-foot setback from the property line is required to provide clearance for vehicle turning.

D.8.5.10 Bollards. Alleys should have retractable bollards to prevent service vehicle access during hours of retail/restaurant use.

***** See Building and Site Design Standards and Guidelines for more information related to alley-adjacent development.

Vehicular Realm

This section provides general standards and guidelines for the area of the public right-of-way between the curb-to-curb cross section of the street that is occupied by travel lanes, parking lanes, and any medians, traffic circles, etc. For more specific standards and guidelines pertaining to individual streets in Downtown, see Sections D.11 to D.15 below.

D.9 Vehicular Realm – General

D.9.5.1 Rock Curbs and Gutter. Existing historic rock curbs and gutters shall be retained and replaced when disturbed by construction or repair work. On blocks where sections of rock curbs and gutters are missing, new rock curbs and gutters should be re-introduced in conjunction with new development and redevelopment or sidewalk repair to restore and enhance the historic character of Downtown Upland.

D.9.5.2 New Development and Redevelopment. All new development and redevelopment shall install all necessary half-width improvements on adjacent perimeter streets per the specifications of this chapter.

D.10 On-street Parking Standards

INTENT: To increase parking opportunities in Downtown through the efficient striping of parallel parking and the provision of angled parking where street widths in Downtown permit.

D.10.1 General

D.10.1.1 On-street parking shall be allowed on all roadways with curb-to-curb widths of 28 feet or greater.

D.10.1.2 In general, on-street parking shall not have time restrictions, but the City shall enact restrictions in peak demand locations as deemed necessary.

D.10.2 Parallel Parking

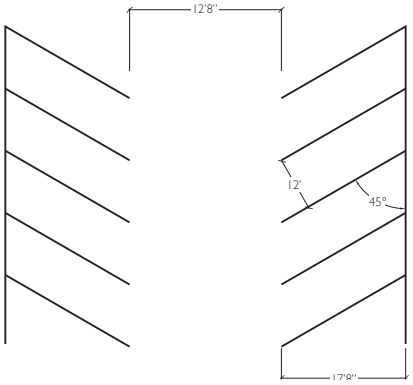
D.10.2.1 All on-street parallel parking stalls shall be 20 feet in length and 8 feet in width.

D.10.2.2 Parking stalls shall be defined in accordance with the engineering standards of the City.

D.10.2.3 No stall shall be closer than 20 feet from the nearest cross street.

D.10.2.4 Parking shall be a minimum of 10 feet from the point a driveway crosses the back edge of the sidewalk and no closer than 5 feet from the ending of driveway radius at the curb.

D.10.3 Angled Parking



D.10.3.1 Angled parking shall be designed according to dimensions provided in the Dimensions of Parking prepared by the Urban Land Institute. For a 45-degree angled parking space, the vehicle projection (curb to street) shall be 17'8", the travel lane adjacent to angled parking shall be a minimum of 12'8", and the width of the space shall be 12 feet, as shown in the adjacent diagram.

D.10.3.2 Angled parking stalls shall be marked in accordance with the engineering standards of the City.

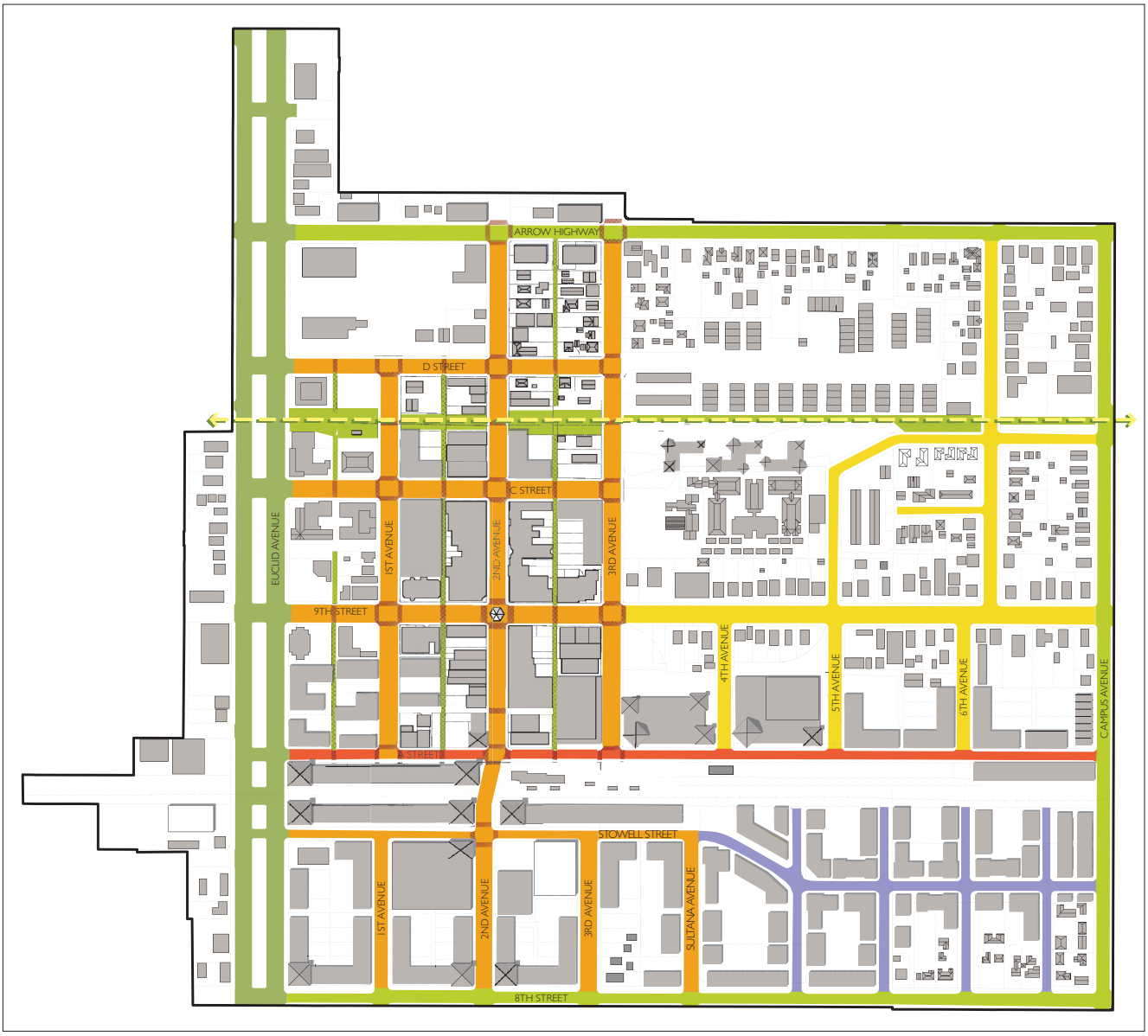
Street Specific Standards and Guidelines

This section provides standards and guidelines for the design of individual streets and street segments in Downtown Upland that will accommodate effective circulation of automobiles and bicycles while also promoting a more walkable Downtown that is safe, convenient and comfortable for pedestrians. The standards and guidelines in this section are in addition to the public realm standards and guidelines provided in Sections D.1 through D.10 above.

This Plan classifies streets in Downtown Upland into six types based on their location in Downtown, the intended use and character of adjacent development, and the desire to create continuity across districts while fostering a sense of place and identity within the distinct districts of Downtown. The streetscape typologies are shown in Figure 6-2 and defined below. Streetscape standards and guidelines for Euclid Avenue are addressed in a separate document and are not provided herein; however, streetscape treatment for Euclid should be consistent with citywide design for the corridor.

1. Core Commercial Streets—Streets in or near the Old Town District, generally with high pedestrian activity. This includes portions of the Citrus Transportation District that relate to Old Town, including 1st, 2nd and 3rd Avenues.
2. A Street—From Euclid Avenue to Campus Avenue in Downtown.
3. Residential Streets—Streets within the Pleasant View and the Multi-Family/ Senior Districts.
4. New Residential Streets—New streets that would be created south of the tracks within the Residential Transit and Olivedale Districts.
5. Peripheral Streets—Streets that form the boundaries of the Downtown with the exception of Euclid Avenue, including Arrow Highway, Campus Avenue and 8th Street.
6. Euclid Avenue—See UMC Section 17.110 (Scenic Corridor Overlay Zone).

Figure 6-2 **Street Typologies**



STREETSCAPE TYPOLOGIES

- Commercial Core Streets
- A Street
- Residential Streets
- Conceptual New Residential Streets
- Peripheral Streets
- Euclid Avenue
- Pacific Electric Trail
- Shared-Use Alleyways
- DecorativeCrosswalk

0 200 400 Feet

D.11 Core Commercial Streets

INTENT: To create active, pedestrian-focused streets along Downtown's core commercial corridors, with wide sidewalks that create opportunities for cafes and other retail uses to spill out onto sidewalks and open spaces, plenty of room for walking, window shopping or resting, and colorful tree species to contribute to a lively street atmosphere.

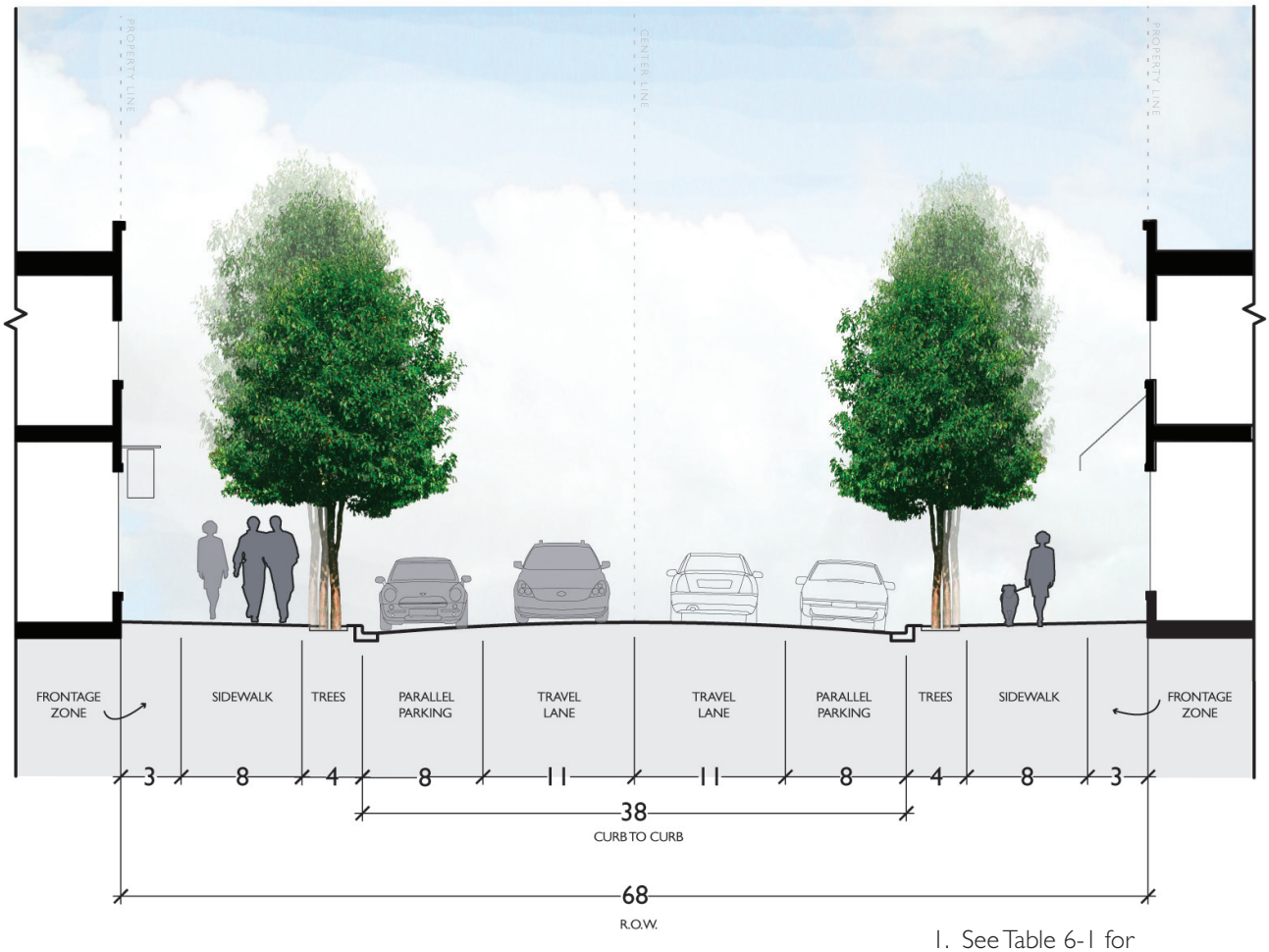
D.11.1.1 Functional Zone Widths. Using existing sidewalk widths in Downtown, the minimum recommended width for each of the three functional zones along commercial core streets is provided in Table 6-1. Figure 6-3 illustrates a recommended street configuration for a 68-foot wide right-of-way.

Table 6-1 **Commercial Core – Proposed Minimum Functional Zone Widths**

Street	Segment	Existing Right-of-Way Width[1]	Existing Sidewalk/ Parkway Width (each side)[1]	Functional Zone Widths		
				Pedestrian Zone	Public Amenity Zone	Frontage Zone
1st Avenue	Between D St. and A St.	80'	16'	8'	4'	4'
1st Avenue	Between Stowell St. and 8th St.	68'	15'	8'	4'	3'
2nd Avenue	Between Arrow Hwy. and C St.	80'	16'	8'	4'	4'
2nd Avenue	Between C St. and A St.	80'	14.5'	8'	4'	2.5'
2nd Avenue	Between A St. and 8th St.	77'	18.5'	8'	6'	4.5'
3rd Avenue	Between Arrow Hwy. and A St.	80'	15'	8'	4'	3'
3rd Avenue	Between Stowell St. and 8th St.	78'	24'	12'	8'	4'
9th Street	Between Euclid Ave. and 1st Ave.	80'	11.5'	6'	4'	1.5'
9th Street	Between 1st Ave. and 3rd. Ave.	80'	14'	8'	4'	2'
C Street	Between Euclid Ave. and 3rd Ave.	80'	16'	8'	4'	4'
Stowell Street	Between Euclid and Sultana	45'	9'	5'	4'	0'
Sultana Avenue	Between Stowell and 8th	66'	15'	8'	4'	3'

*These dimensions may vary in some locations along the segment.

Figure 6-3 **Core Commercial Streets - Recommended Street Configuration**[1]



1. See Table 6-1 for recommended ranges.

D.11.1.2 Street Furnishings. All street furnishings shall be provided in conformance with the guidelines set forth in this chapter, and shall have a unified design theme throughout the commercial core streets. Examples of street furnishings, such as benches and trash receptacles, appropriate for the core commercial streets are shown to the side.

Examples of street furnishings appropriate for the core commercial streets.

D.11.1.3 Street Trees. Broad open canopy trees that provide shade and allow light to pass through shall be used in conformance with the guidelines set forth in this chapter. Colorful tree species should be interspersed with other trees to highlight intersections or special features. Example tree species include Green Ash, ***Fraxinus Pennsylvatica***, Chinese Pistatio, ***Pistacia Chinensis***, or Jacaranda, ***Jacaranda Mimosifolia.***

Green Ash.

Chinese Pistachio.

Jacaranda.

D.11.1.4 Tree Grates. Tree grates should be used according to the specifications of this chapter, in order to facilitate pedestrian movement.

D.11.1.5 Planters. Existing brick planters in street medians should be replaced or resurfaced with more decorative planting beds, such as rock-walled beds, that require minimal maintenance.

D.11.1.6 Paving. Special paving treatments consisting of masonry, pavers or decorative stamped concrete should be used at key intersections and mid-block crossings as indicated in Figure 6-2.

D.11.1.7 2nd Avenue Rail Crossing. To minimize the appearance of the railroad tracks as a barrier and enhance the pedestrian experience while crossing the tracks, decorative streetscape amenities should be emphasized in the area approaching the track on 2nd Avenue from either direction. This may include decorative sidewalk paving, corner treatments and a continuous and consistent palette of street trees on either side.

Stamped concrete paving in a crosswalk.

D.12 A Street

INTENT: To create an active, pedestrian-focused corridor that draws people into Old Town from the Metrolink Station; that exhibits contemporary streetscape design consistent with new development opportunities; and that serves as a unifying corridor to bridge the east and west ends of Downtown and the north and south sides of the railroad tracks.

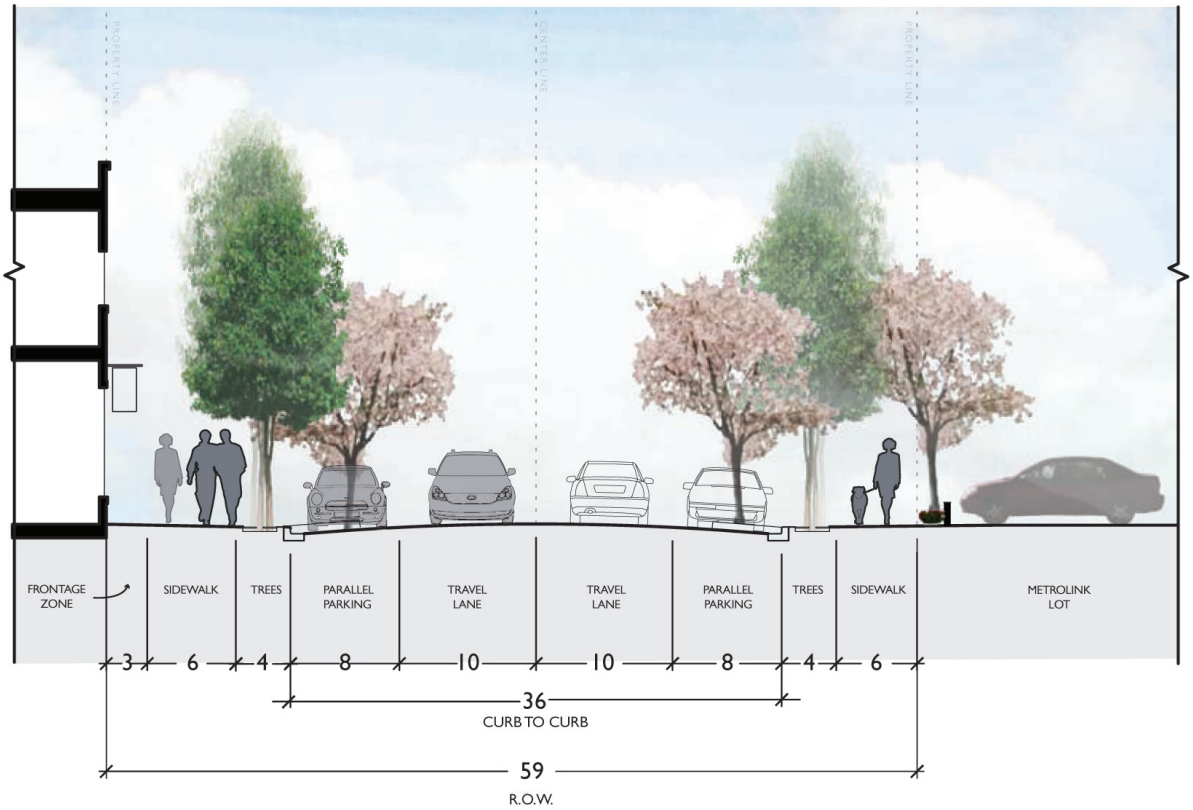
D.12.1.1 Functional Zone Widths. Using the existing and confined sidewalk width of A Street, the minimum recommended width for each of the three functional zones is provided in Table 6-2. Figure 6-4 illustrates the recommended street configuration for the 59-foot wide right-of-way.

Table 6-2 **A Street - Proposed Minimum Functional Zone Widths**

Street	Segment	Existing Right-of-Way Width	Existing Sidewalk Width (each side)	Functional Zone Widths		
				Pedestrian Zone	Public Amenity Zone	Frontage Zone
A Street	Entire segment	59'	13'- north 10' – south	6'	4'	3' – north 0' - south

*These dimensions may vary in some locations along the segment.

Figure 6-4 **A Street - Recommended Street Configuration**



D.12.1.2 Street Furnishings. Street furnishings should lend a distinctive character and maintain a common design language along the length of A Street. The design of benches and trash receptacles should resemble a contemporary design that is both compatible with the commercial core historic furnishings and more contemporary architecture that is associated with the Metrolink Station and the refurbished Lemon Growers building. Examples of street furnishings appropriate for A Street are shown to the side.

Examples of street furnishings appropriate for A Street.

Appropriate primary tree species.

D.12.1.3 Street Trees. Given the narrow sidewalk and the intensity of adjacent development to the north, a double row of trees should be planted to provide an extra buffer between pedestrians and the roadway:

- Primary Tree Species: Within the public amenity zone, a broad canopy tree should be selected that provides shade, creates continuity and complements the existing California Palm and Camphor trees along A Street, such as an Evergreen Chinese Elm, ***Ulmus Parvifolia.***
- Accent Tree Species: A second row of trees should be planted evenly between parking spaces within the curb-to-curb street cross section. This tree should be a smaller flowering variety that complements the primary tree and adds visual interest, such as a Crepe Myrtle, ***Lagerstroemia Indica***.

D.12.1.4 Tree Grates. Tree grates should be used according to the specifications of this chapter, in order to facilitate pedestrian movement.

D.12.1.5 Paving. Special paving treatments consisting of decorative stamped concrete should be used at key intersections and mid-block crossings as indicated in Figure 6-2.

D.13 Residential Streets

INTENT: To protect and enhance the residential streetscapes and ensure a comfortable and shady environment for residents to find respite from the more urban areas of Downtown.

D.13.1.1 Functional Zone Widths. No changes are recommended to sidewalk widths in existing residential streets.

D.13.1.2 Street Trees. Existing Camphor trees should be maintained and protected, and additional Camphor trees should be planted as necessary pursuant to the guidelines in this chapter and Chapter 17.26 of the UMC.

D.13.1.3 Parkway Planting Strips. Street trees within residential streets should be planted in continuous planting strips ideally 8-feet wide, but no less than 4 feet along more constrained streets. A continuous understory should be used along planting strips using a limited selection of plants.

D.14 New Residential Streets

INTENT: To ensure that new streets that are developed in the Residential Transit and Olivedale Districts contribute to creating an attractive, pedestrian-oriented, and interconnected streetscape for new residents living in Downtown.

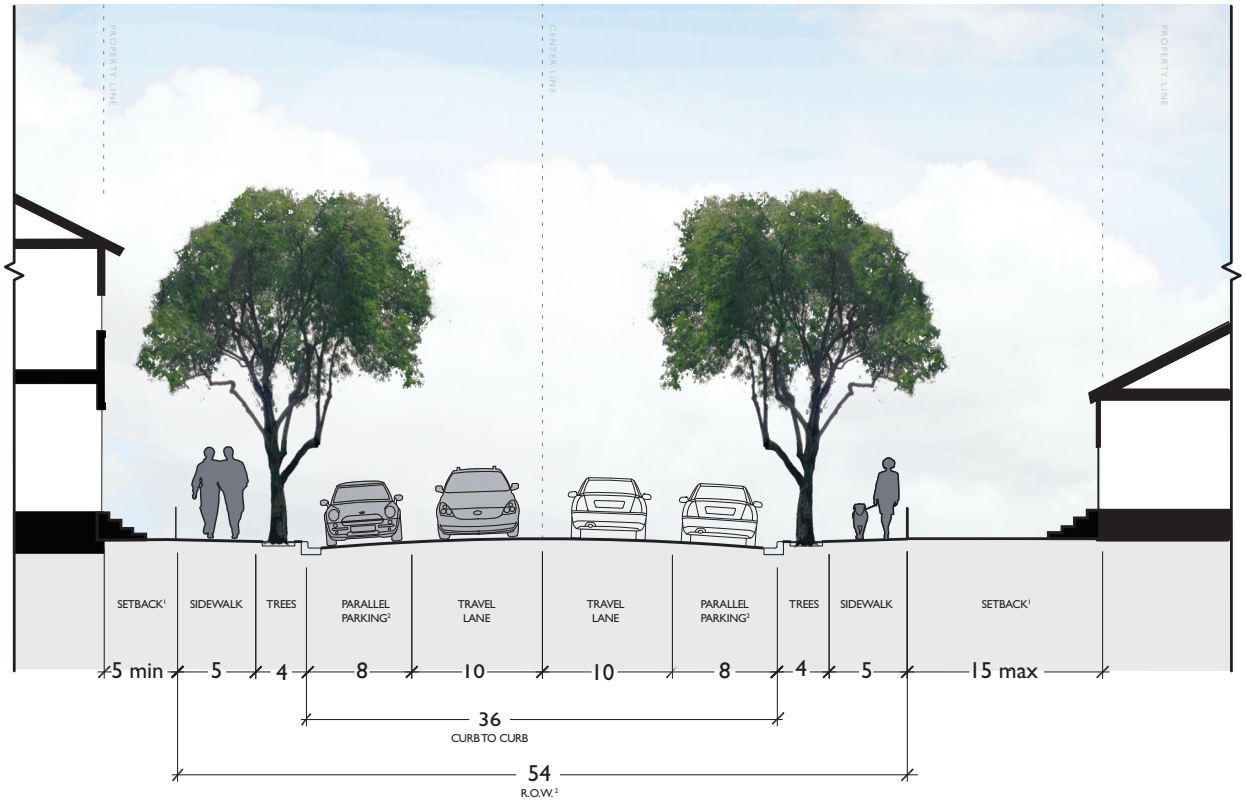
D.14.1.1 Functional Zone Widths. New private residential streets in Downtown should be consistent with Figure 6-5, which illustrates the recommended configuration for a 54-foot wide right-of-way.

D.14.1.2 Complete Streets. New residential streets in Downtown should be designed as "complete streets", defined as streets that provide for pedestrians, bicycles, vehicular travel and parking within the street cross section. This may be accomplished through the provision and delineation of sidewalks, bicycle facilities, parking on one or both sides of the street, and vehicular travel lanes.

D.14.1.3 Street Trees. Street trees shall be selected that are properly scaled to the street width in conformance with the guidelines set forth in this chapter. The tree species shall be the same along the length of an internal street, to serve as a unifying element.

D.14.1.4 Parkway Planting Strips or Tree Grates. Street trees should be planted in parkway planting strips or tree grates according to the specifications of this chapter depending on the right-of-way width of new streets.

Figure 6-5 **New Private Residential Streets - Recommended Street Configuration**



1. Setbacks vary by district and development type.
2. The preference is to have parallel parking on both sides of the street, if the right-of-way allows. However, parking on one side of the street is sufficient.

A Western Redbud is appropriate on peripheral streets.

D.15 Peripheral Streets

INTENT: To create a consistent design language along peripheral streets that is prominent and serves as an attractive gateway and visible transition into Downtown from the rest of Upland.

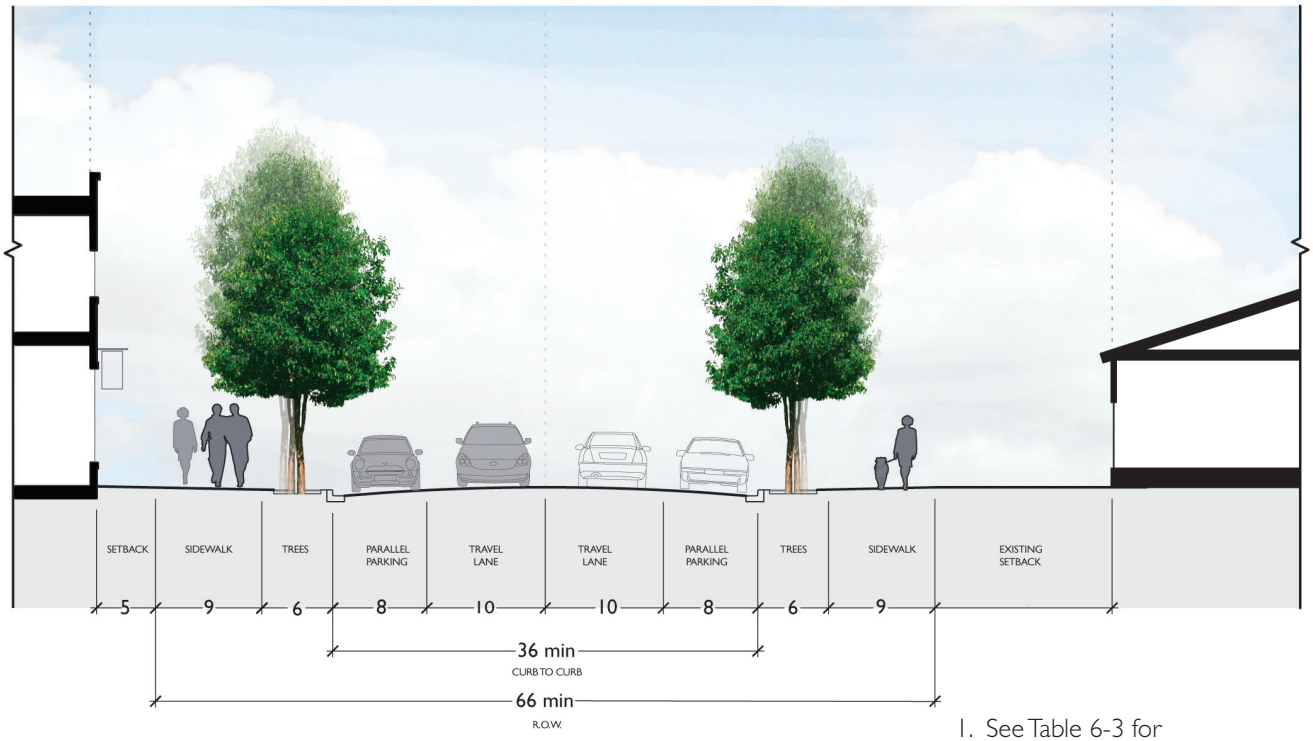
D.15.1.1 Functional Zone Widths. Using existing sidewalk widths in Downtown, the minimum recommended width for each of the three functional zones along peripheral streets is provided in Table 6-3. Figure 6-6 illustrates the recommended sidewalk configuration for a minimum 66-foot wide right-of-way.

D.15.1.2 Street Trees. A tree species of a shorter variety should be selected for peripheral streets to be compatible with overhanging power lines, such as a Western Redbud, ***Cercis Chinensis***, or a Magnolia, ***Magnolia Soulangiana.***

D.15.1.3 Parkway Planting Strips. Street trees along peripheral streets should be planted in continuous planting strips ideally 8-feet wide, but no less than 4 feet in constrained conditions. A continuous understory should be used along planting strips using a limited selection of plants.

D.15.1.4 Paving. Special paving treatments consisting of decorative stamped concrete should be used at key intersections and mid-block crossings as indicated in Figure 6-2.

Figure 6-6 **Peripheral Streets - Recommended Street Configuration**[1]



1. See Table 6-3 for recommended ranges.

Table 6-3 **Peripheral Streets - Proposed Minimum Functional Zone Widths**

Street	Segment	Existing Right-of-Way Width	Existing Sidewalk Width (each side)	Functional Zone Widths		
				Pedestrian Zone	Public Amenity Zone	Frontage Zone
Arrow Highway	Between Euclid Ave. and 2nd Ave.	88'	20'	12'	8'	N/A
Arrow Highway	Between 2nd Ave. and 3rd Ave.	66'	9'	5'	4'	N/A
Arrow Highway	Between 3rd Ave. and Campus Ave.	66'	15'	9'	6'	N/A
Campus Avenue	Entire segment	66'	15'	9'	6'	N/A
8th Street	Between Euclid Ave. and 1st Ave.	66'	7'	3'	4'	N/A
8th Street	Between 1st Ave. and 3rd Ave.	73'	16.5'	8'	8'	N/A
8th Street	Between 3rd Ave. and Campus Ave.	66'	15'	8'	8.5'	N/A

*These dimensions may vary in some locations along the segment.

Circulation & Parking 7

Downtown Upland has an established roadway network accommodating multiple modes of transportation. The streets are designed on a grid system and the blocks are small enough to provide several different routes for navigating by automobile, bicycle, or on foot.

While these attributes are very positive, there are additional improvements that need to be made in order to expand the grid throughout the entire Downtown area and enhance pedestrian, bicycle, and vehicular facilities and connectivity within and between the Downtown Districts. This chapter provides strategies and recommended improvements for Downtown Upland to help implement a multi-modal transportation network that prioritizes pedestrians and bicyclists and helps to achieve the community's vision.

The topics discussed in this chapter include vehicular circulation, bicycle and pedestrian networks, transit systems, and parking strategies. Policies that support these strategies are listed in Chapter 4. Off-street parking standards are provided in Section E.3 (Parking) in Chapter 5, Development Code. On-street parking standards, in addition to standards and guidelines related to the streetscape and pedestrian amenities found within the public realm, are provided in Section D (Public Realm) in Chapter 6, Design Standards and Guidelines.

A. Proposed Street Network

Figure 7-1 shows minor changes to the existing street network to further improve connectivity in Downtown. All roadways in Downtown will continue to operate at satisfactory levels of service with the buildout of the Specific Plan and no major roadway improvements will be necessary to maintain the current levels of service. The recommended minor improvements include additional connectivity and enhanced public alleys as pedestrian corridors throughout Downtown.

1. New Streets

The street network throughout the majority of Downtown Upland is considered complete, as there are sidewalks, transit facilities, and both off- and on-street bicycle trails. These types of facilities, however, are not found consistently in the Residential Transit District and Olivedale District. The Residential Transit District and Olivedale District are the only areas in Downtown where new streets are recommended. The design of the roadway network in these areas should complement the land use changes in the district and be consistent with the small-block grid system that exists in the rest of

Downtown. The recommended street cross-section for new streets is found in Section D.14 (New Residential Streets) in Chapter 6, Design Standards and Guidelines.

With the inclusion of residential land uses, it is important for the Residential Transit District and Olivedale District to provide additional roadway connectivity, which can be accomplished by dividing existing blocks with additional complete streets and/or private streets as described below. Potential roadway connections in the Residential Transit District and Olivedale District are shown conceptually in Figure 7-1, Street Network.

2. Alleys

Downtown Upland has a consistent network of alleys running north-south from 8th Street to Arrow Highway, between Euclid Avenue and 3rd Avenue, as shown in Figure 7-1. As new development occurs in Downtown, the existing alleys will be improved.

In order to create alleys that are attractive to pedestrians, the City will implement improvements to the existing alleys such as additional lighting, landscaping, decorative paving, pedestrian-oriented paving, pedestrian amenities, and improved visibility and access. These improvements are identified for the Old Town District in the Upland Bicycle and Pedestrian Facilities Master Plan, and are encouraged for all alleys in Downtown as funding becomes available.

3. Private Streets

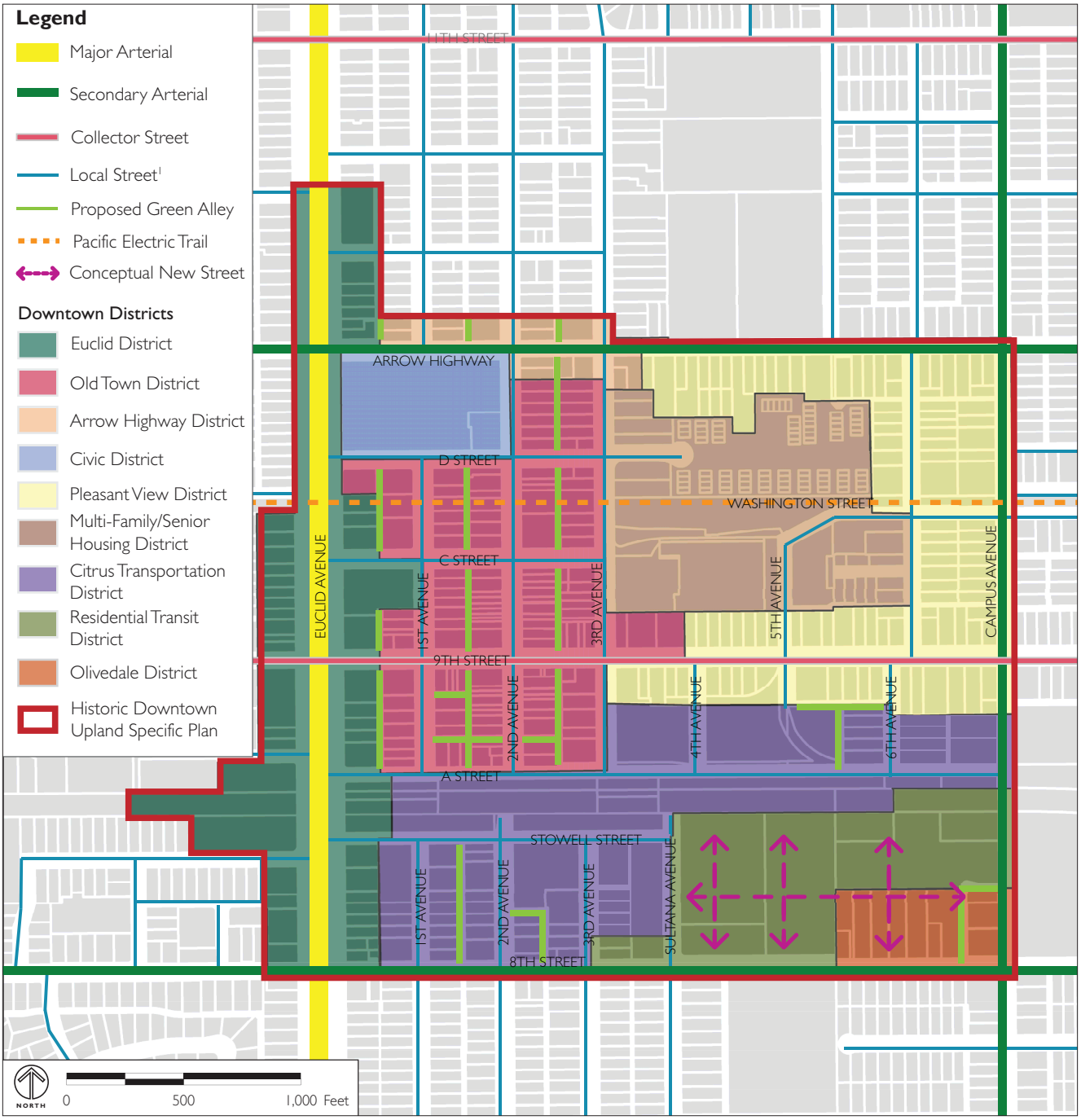
In addition to the various public streets identified above, there will also be a need for various private streets that might be built within a project site to provide internal access and circulation. The network configuration of private streets should continue and extend the existing grid pattern in Downtown, and provide sidewalks for pedestrian use. Figure 6-5 in Chapter 6 shows a recommended street configuration for a new residential street, which could provide both internal connectivity for motorists and through access for pedestrians, within future Downtown development sites. It is anticipated that these private streets would accommodate both vehicles and pedestrians.

4. Intersection and Roadway Operations

The intensification of land uses will add traffic to Downtown roadway segments and intersections. All roadway segments will continue to operate satisfactorily; however there are three intersections that will operate at Level of Service (LOS) E or F with the buildout of the Specific Plan. They are:

- 8th Street and Campus Avenue (PM) (LOS F)
- 7th Street/2nd Avenue/I-10 Westbound Off-Ramp (AM) (LOS E)
- Arrow Highway and 2nd Avenue (LOS E)

Figure 7-1 **Street Network**



1. Portions of local streets may be vacated in conjunction with a specific development project if public vehicular and pedestrian access is provided through the site in approximately the same location as the public street and public access is secured with appropriate instruments.

Making improvements to intersections can improve traffic to an acceptable level of service. The intersections at 7th Street/2nd Avenue/I-10 Westbound Off-Ramp and 8th Street and Campus Avenue would require the installation of traffic signals to replace the existing stop sign traffic controls. The intersection of Arrow Highway/2nd Avenue would require adjustments to the traffic signal timings.

B. Pedestrian and Bicycle Network

The overall goal for non-motorized transportation is to have a complete network for bicyclists and pedestrians. Improvements will be guided by the vision that bicyclists and pedestrians can easily and safely navigate Downtown. This can be accomplished by focusing on both enhancing and expanding bicycle and pedestrian facilities, and designing appropriate crossings for pedestrians and bicycles. The recommended improvements identified in the 1995 City of Upland Bicycle and Pedestrian Facilities Master Plan are expected to be implemented along with additional improvements identified in the following sections. Figure 7-2 identifies planned pedestrian and bicycle facilities, including travel routes and crossings. Specific standards and guidelines for public realm improvements, including those for pedestrian and bicycle facilities and amenities are included in Section D (Public Realm) in Chapter 6, Design Standards and Guidelines.

Additional improvements that are recommended to enhance pedestrian mobility in Downtown are described below.

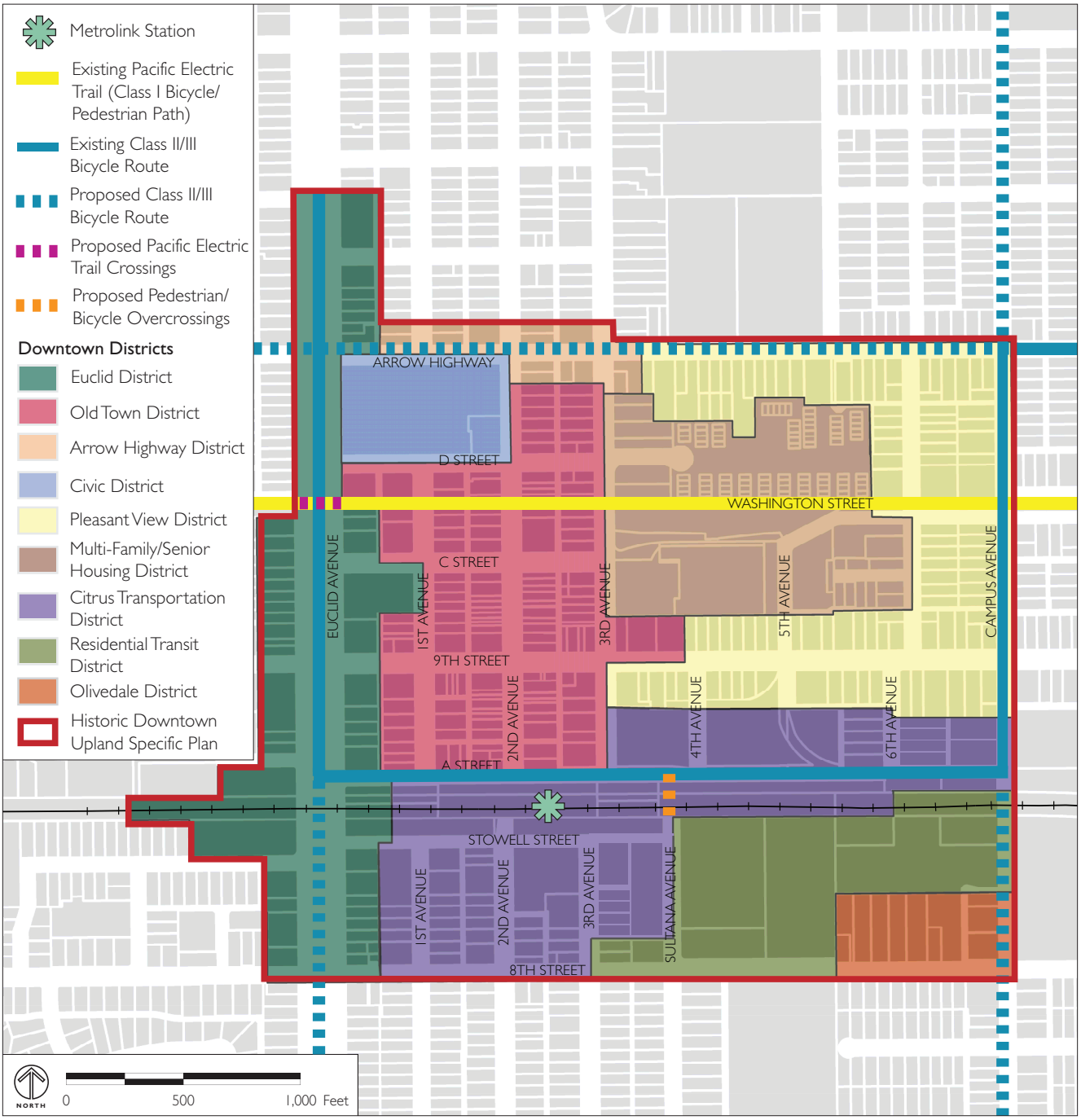
1. Sidewalks

Sidewalks are already provided in most areas of Downtown and are generally in good condition. The width of sidewalks varies from 5 feet in some areas to 8 feet in other areas of Downtown. There are also streets with no sidewalks, creating a challenge for pedestrian activity in certain areas.

Figure 7-3 identifies locations where sidewalks are needed or should be improved in Downtown. New sidewalks are recommended on one or both sides of the following roadways:

- Stowell Street from Euclid Avenue to Sultana Avenue
- 1st Avenue from 8th Street to Stowell Street
- 2nd Avenue from Stowell Street to the Metrolink tracks
- 3rd Avenue from 8th Street to Stowell Street
- Sultana Avenue north of Stowell Street
- A Street from 3rd Avenue to 4th Avenue
- A Street from 6th Avenue to Campus Avenue

Figure 7-2 **Planned Pedestrian and Bicycle Facilities**



- 4th Avenue from A Street to 9th Street
- 5th Avenue south of 9th Street
- 6th Avenue north of A Street

In addition to these new sidewalks, improvements to existing sidewalks are also needed along portions of Arrow Highway, Campus Avenue, 3rd Avenue and 6th Avenue. These areas currently exhibit uneven pavement and breaks in the pavement, making it difficult for those with mobility impairments to travel along these sidewalks. Some locations have been temporarily patched using materials different from the sidewalks' concrete, which also affects the aesthetic of the sidewalks. Development standards for new and/or improved sidewalks, including recommended sidewalk widths for each street in Downtown, are provided in Section D (Public Realm) in Chapter 6, Design Standards and Guidelines.

2. Bicycle Network Improvements

In 1995 the City prepared the Pedestrian and Bicycle Facilities Master Plan, which guides the construction of additional bicycle facilities within Downtown Upland. New facilities proposed in this Plan that affect the Downtown Specific Plan area include:

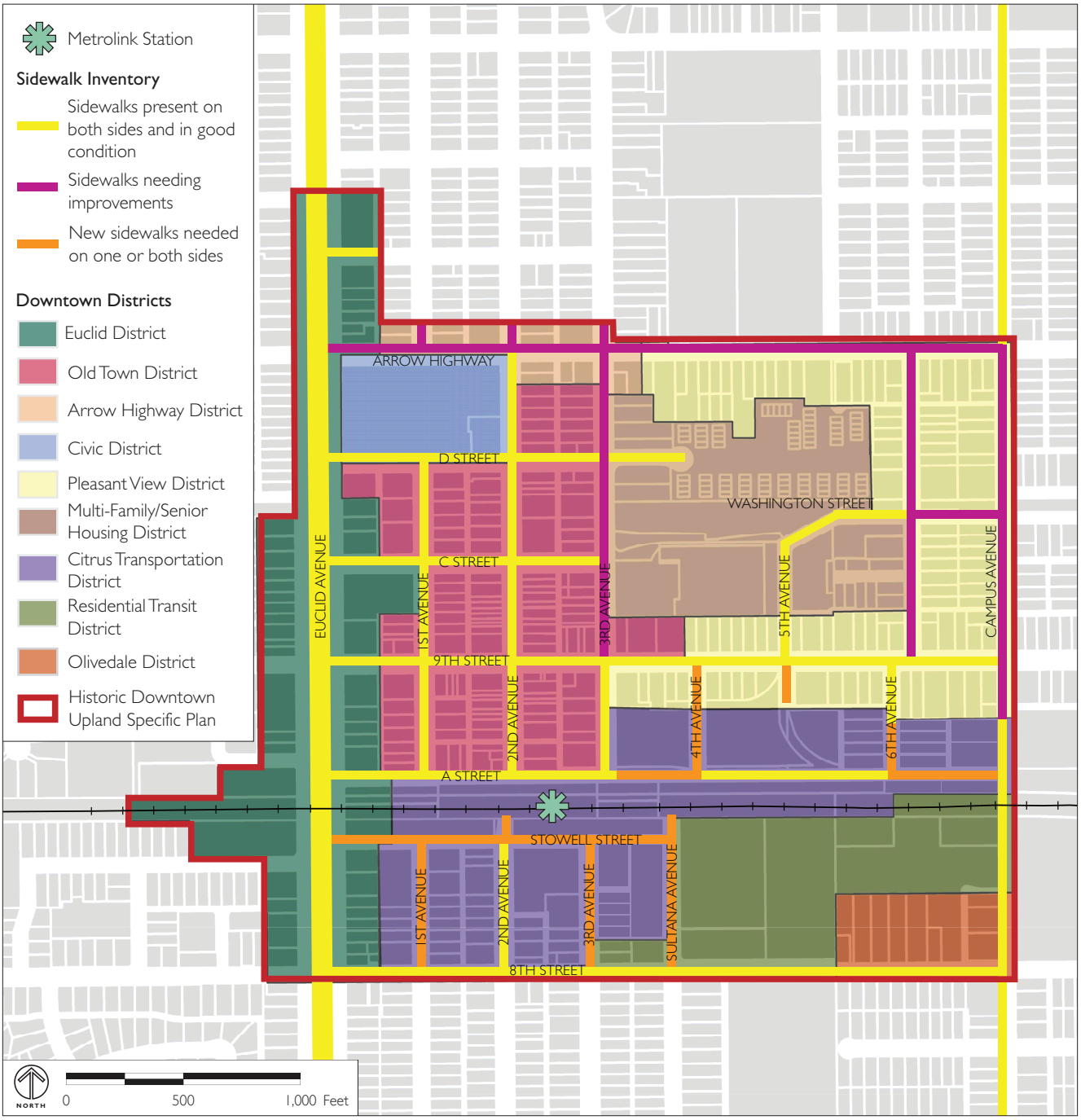
- Extending the Class II/III Euclid Bicycle Route south to the City limit. Within the Downtown Specific Plan area, there is an existing Class II/III facility extending from Arrow Highway south to A Street. This facility would be extended south to 8th Street within the Downtown Specific Plan area and continue south to the City limits outside of the Downtown Specific Plan area.

- Extending the Class II/III Campus Avenue bicycle route south to the City limit and north through the City. Currently, there is an existing Class II/III facility which extends from Arrow Highway South to A Street. Within the Downtown Specific Plan area, this facility would be extended south to 8th Street. Outside of the Specific Plan area, this facility would be extended both to the north and south to the City limits in each direction.

- Adding Class II/III bicycle routes along Arrow Highway through the City. Currently, there are no bicycle facilities along Arrow Highway in the Downtown Specific Plan area. These facilities would be developed through the Downtown Specific Plan area along Arrow Highway. Outside of the Downtown Specific Plan area, these facilities would be extended to the east and west to the respective City limits.

Future provision of bicycle routes, as shown previously in Figure 7-2 will be guided by the Pedestrian and Bicycle Facilities Master Plan.

Figure 7-3 **Sidewalk Improvements and New Sidewalks**



3. Pedestrian/Bicycle Overcrossing

This Specific Plan foresees the construction of an overpass between the Residential Transit District south of the railroad tracks and the Citrus Transportation District north of the tracks. Currently, pedestrians and bicyclists must make a detour to either Campus Avenue or 2nd Avenue, where at-grade crossings exist, to cross the Metrolink tracks.

An overpass at the end of Sultana Street will connect these two districts, making the pedestrian or bicycle mode choices more attractive options for travel in Downtown. Sultana Street is the preferred location for the crossing, as shown in Figure 7-2, since it is centrally located and will provide convenient access to Downtown for residents living south of the railroad tracks.

A second location that is suitable for an overcrossing is between 4th Avenue and 6th Avenue, since it would connect to a currently undeveloped area south of the railroad tracks, where acquiring right-of-way may be easier. However, this location does not connect to a north-south street north of the tracks, so pedestrians or bicyclists would have to travel on A Street to either 4th Avenue or 6th Avenue in order to access the northern portion of Downtown.

It is important that the City coordinate with Metrolink in developing the overcrossing to ensure that it conforms to the Southern California Regional Rail Association (SCRRA) standards.

4. Pacific Electric Trail Crossing

The existing Pacific Electric Trail, serving pedestrians and bicyclists, does not have a designated crossing at Euclid Avenue or any other streets in Downtown. Although there is a crosswalk north of the trail at D Street, many bicyclists and pedestrians prefer to cross mid-block, which provides more direct access to the continuation of the trail at Vernon Street. A crossing is recommended for the Pacific Electric Trail at Euclid Avenue. Two types of crossing treatments would be useful in providing a mid-block crossing for pedestrians and bicyclists: overhead beacons or in-pavement flashers, described below.

Overhead beacons are erected similar to traffic signals, but provide flashing yellow lights rather than a full green-yellow-red cycle. Pedestrians and/or cyclists activate the signal by pressing a push-button located on the signal pole, as they would at an intersection crosswalk. Once this is done, the overhead lights begin flashing and continue to flash until the pedestrian and/or cyclist cross the intersection. The length of the flashing is calculated by multiplying the width of the street by the average walking speed (3 feet per second). The flashing light alerts motorists that there is a pedestrian in the crosswalk and that the motorist must yield.

The second option is to install in-pavement flashers. These function similarly to the overhead beacon, but instead of having lights flashing overhead, there are light-emitting diode (LED) lights embedded in the pavement. These treatments are highly visible and the stutter flashing of the in-pavement flashers sufficiently alerts motorists of a pedestrian within the crosswalk.

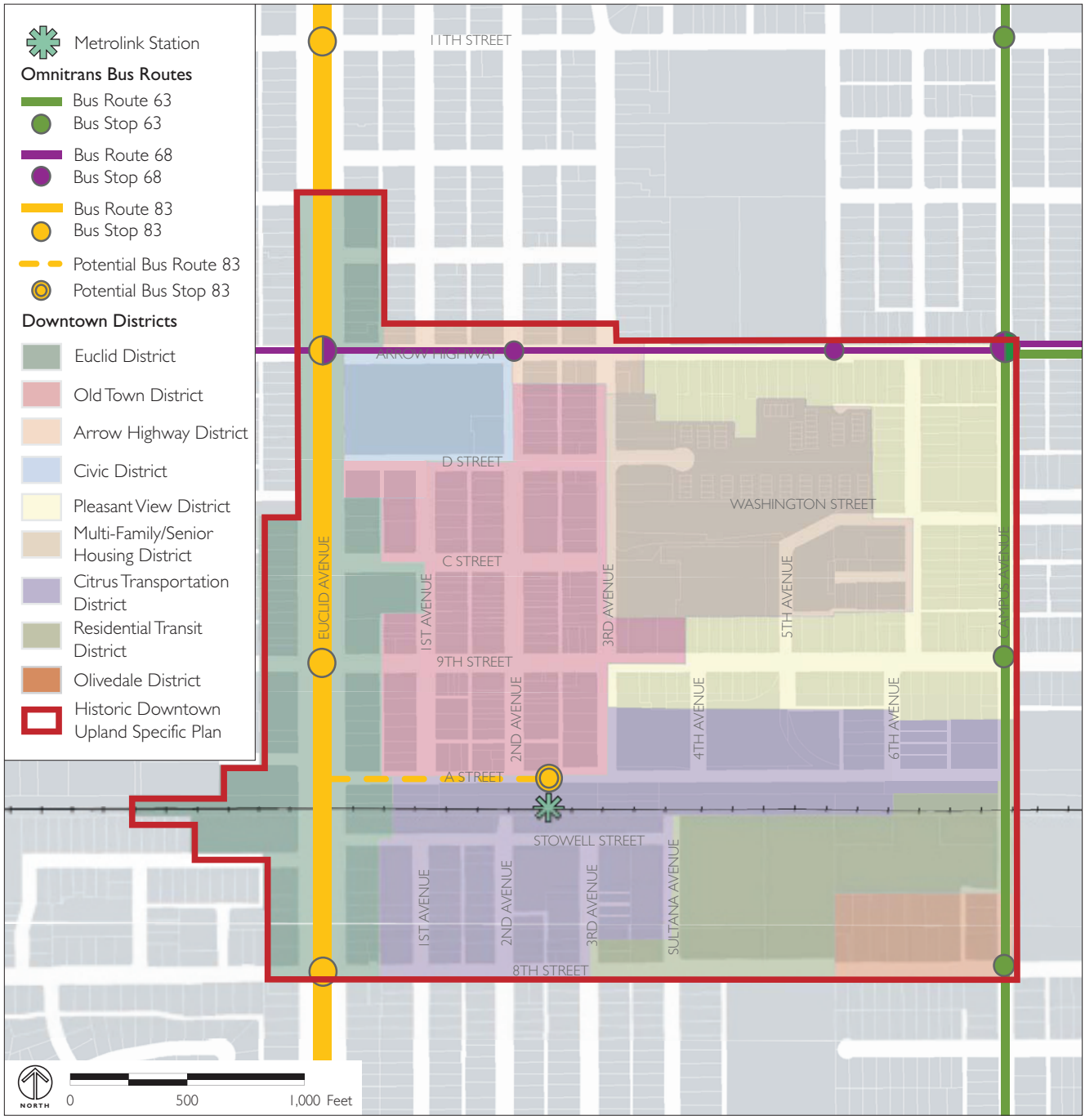
Either crossing treatment will work sufficiently on Euclid Avenue to provide bicyclists and pedestrians with a mid-block crossing to connect the Pacific Electric Trail. Furthermore, these crossings can be enhanced by bulb-outs at the intersection. A bulb-out is a way to reduce curb-to-curb distance by expanding the sidewalk width at the intersection. Currently, Euclid Avenue has on-street parking near the trail. By removing one parking space on either side of the street and extending the curb with a bulb-out, pedestrians will be more visible and will require less time to cross at this location. The bulb-out provides a visual cue that this area is different from the rest of the City and alerts motorists to the trail.

C. Transit System

Downtown Upland is currently served by both the Omnitrans bus service and the Metrolink commuter rail system. The accessibility of public transit is a great asset to Downtown; however improvements to the existing system will make public transit an even more attractive alternative to the automobile. Although both Omnitrans and Metrolink serve Downtown, there is no direct connection between the two services, making it difficult to travel between the two systems. There are several strategies that can be implemented to provide a transit linkage between the Metrolink station and Omnitrans bus stops.

Bus service is currently not provided to and from the Upland Metrolink station due to the sharp turning radius from Euclid Avenue onto A Street and the narrow width of A Street between Euclid Avenue and Campus Avenue. Omnitrans is currently considering the use of smaller vehicles, similar to paratransit vans, to shuttle Metrolink users to and from the station. These vehicles would follow existing fixed route lines, such as line 83, which travels along Euclid Avenue, but would turn onto A Street to drop off Metrolink users and then return to the fixed route on Euclid Avenue. Omnitrans would only offer this service during peak commute times and would coordinate the shuttles with the Metrolink schedule. The proposed route for the Omnitrans shuttle is shown in Figure 7-4.

Figure 7-4 **Transit Network**



A second solution that is being considered is the implementation of a park-and-ride facility near Interstate 210 in northern Upland. Commuters would be able to park at the designated location and Omnitrans shuttles would provide service between the facility and the Metrolink station. This would encourage residents in northern Upland to use alternate transit modes to travel to and from the Metrolink station. The City will coordinate with Omnitrans to ensure that a transit linkage between the Upland Metrolink station and Omnitrans facilities is implemented.

D. Parking

This section describes expected parking needs, parking monitoring and parking strategies for the buildout of the Specific Plan. The Specific Plan aims to provide sufficient and convenient parking for all uses within Downtown without sacrificing accessibility for bicyclists and pedestrians. This section describes the process for monitoring parking to determine the proper place and time for implementing parking strategies, and describes the parking strategies for additional on-street, off-street and structured parking facilities.

1. Projected Future Parking Supply and Demand

The intensification of land uses in Downtown is projected to increase the demand for parking in the Specific Plan Area. The current parking supply is at-capacity during peak times near the Metrolink Station and in the Old Town District, and will be further impacted by new development and by increased use of public transit. Table 7-1 shows the parking supply and demand in Downtown Upland.

Based on data collected previously, there are 2,442 parking spaces provided within Downtown, as shown in Table 7-1. Of these spaces, 808 are on-street parking spaces, 1,012 spaces are provided in off-street public parking lots, and 622 spaces are in off-street private lots. Of the spaces counted in off-street public parking lots, 122 spaces accommodate Metrolink parking. The current parking demand in Downtown is 1,300 spaces based on recent parking occupancy counts.

With the development of the Specific Plan, the parking supply will be reduced by 433 spaces as various opportunity sites develop. Of these spaces, 321 would be lost as various public parking lots are redeveloped while the remainder would be lost as various parcels with private lots are redeveloped. With these changes, 2,009 parking spaces would be available for use, as shown in Table 7-1.

In addition to these 2,009 spaces, additional parking spaces will be added as needed through the provision of off-street public parking garages and the conversion of on-street parallel parking to angled parking, as described below in the Parking Strategy for

Table 7-1 **Parking Supply and Demand**

Category	Existing	Change in Demand	Change in Supply	Totals
On-Street Parking	808	-	-	808
Off-Street Public	1,012	-	(321)	691
Off-Street Private	622	-	(112)	510
Total Supply	2,442	-	(433)	2,009
Existing Demand	(1,300)			(1,300)
New Metrolink Riders	-	(363)	-	(363)
Development Demand	-	(832)	-	(832)
Parking to Be Provided by Private Development in PBID Zone "B"			650	650
Total Supply (Public & Private)				2,659
Total Demand				2,495
Parking Surplus/Parking Needed				164
Parking Needed to Provide 100% Occupancy				-
Parking Needed to Provide 85% Occupancy				276
Parking Needed to Provide 75% Occupancy				668

Source: Fehr & Peers, 2010

Downtown. The total number of net parking spaces that could be provided through off-street parking garages is 1,204. An additional 75 spaces could be accommodated through on-street angled parking.

Additional private parking facilities may also be added as development occurs. Some of this parking demand may be met through the provision of private parking facilities by development based on the parking requirements in Chapter 5 (Development Code). Therefore, it can be assumed that private development may be required to provide up to 650 parking spaces, based on the parking requirements in this Specific Plan. Therefore, the total parking supply (public, private and Metrolink) would be 3,938, as shown in Table 7-1.

As noted above, the existing parking demand is estimated to be 1,300 spaces. The incremental development envisioned in the Specific Plan would generate the need for 832 spaces above the existing demand that occurs now. This demand for 832 spaces represents the parking demand generated by incremental development at four spaces per 1,000 square feet of non-residential development. For purposes of this demand

analysis, it is assumed that residential development would provide dedicated parking for residents, based on anecdotal evidence and experience with other cities related to residential development. The total parking demand associated with development in Downtown Upland (including both existing and future) would be 2,132 spaces.

The Metrolink station in Downtown Upland will generate additional parking demand. Currently, the station does not provide enough parking to meet the demand of Metrolink users and some residents choose to board the train at the nearby Montclair Metrolink station. If sufficient parking is provided at the Upland station, some riders who board in Montclair might choose to board in Upland. Additionally, Metrolink ridership is projected to increase by up to 40 percent by 2030. Based on these projections, an additional 363 spaces should be provided near the Upland Metrolink station to satisfy the Metrolink user base in Upland.

The San Bernardino Associated Governments (SANBAG) will help fund a parking structure in Downtown that will serve both patrons of Downtown and the Metrolink. It is necessary to locate the Metrolink parking facilities adjacent to the station to ensure convenient access for Metrolink riders.

The combination of existing development, future development, and Metrolink parkers would generate the need for 2,495 spaces. Based on a total supply of 3,398 spaces, the Downtown would have an overall surplus of 1,443 spaces if all parking measures are implemented, as shown in Table 7-1. This total parking demand represents 63 percent of the potential supply. It is recommended that the City provide sufficient parking to ensure overall occupancy ranging from 75 to 85 percent, which means that more than enough parking is planned to meet the future demand.

As there is no way to predict exactly where development will go in Downtown, nor how parking supply and demand will shift overtime, it is recommended that all sites reserved for future parking structures are held until Downtown approaches buildout. At the discretion of the City, certain lots that haven't yet been redeveloped with parking structures, at the time Downtown has neared buildout, may be released for other permitted uses with the assumption that they will no longer be needed for parking structures.

It should be noted that the above information considers only the parking supply and demand for Downtown as an aggregate and additional information regarding parking monitoring and evaluation within the different sub-areas of Downtown is provided below.

2. Parking Monitoring and Strategy for Downtown

As future development occurs within Downtown Upland, the City will apply a set of comprehensive strategies designed to both increase available parking supply and moderate parking demand. A key issue related to these strategies is the order in which they are applied and the timing of when these strategies are needed. Parking strategies shall be implemented in conjunction with regular monitoring of parking occupancy in various sub-areas of Downtown.

The following describes the process for the City to conduct ongoing parking monitoring within various sub-areas in Downtown Upland, and provides a list of parking measures for the City to implement when parking utilization exceeds occupancy thresholds.

a. Parking Monitoring

Parking monitoring involves the regular (i.e., annual) collection of occupancy counts for all public and private on-street and off-street facilities within the sub-areas shown on Figure 7-5. Parking monitoring also captures whether new parking facilities were constructed or existing parking spaces have been lost. A key consideration in the parking monitoring process will be to account for both the public and private parking facilities. Both public and private areas will be counted, but the results will be maintained in separate tabulations to determine if there are disparities in the parking availability between the public and private lots.

Occupancy Threshold: Based on the results of the parking monitoring, the City will be able to determine how many spaces are currently available and whether or not additional parking is needed in each sub-area. Additional parking will be supplied once parking occupancy within one or more of the sub-areas shown in Figure 7-5 exceeds 75 percent. Occupancy thresholds for both public and private parking will be considered together, unless there is a significant disparity between the two. In the case of a disparity, the occupancy threshold may be applied to the public parking or the private parking separately.

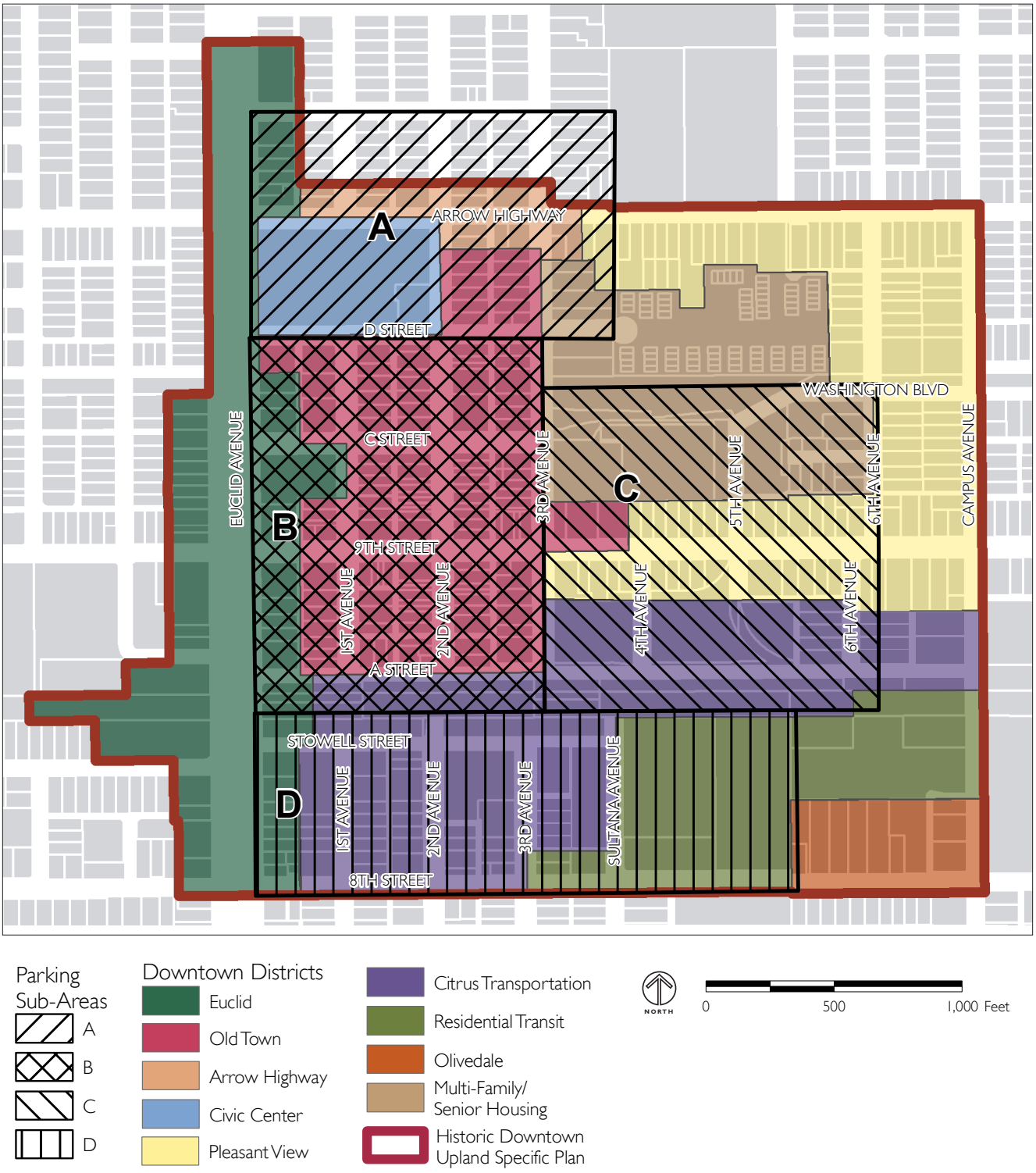
b. Parking Measures

As one or more sub-areas shown in Figure 7-5 exceeds 75 percent occupancy based on the results of on-going parking monitoring, specific parking measures shall be implemented. The following parking measures are provided in the order of preference and practicability, but may occur in any order to address parking needs, when feasible.

i. Parking Measure A: Provide Additional On-street Parking

When parking occupancy exceeds 75 percent within one or more of the sub-areas, the first measure to be implemented is the provision of new on-street spaces.

Figure 7-5 **Parking Sub-Areas**



Additional on-street spaces will be implemented through two approaches. The first approach involves a comprehensive restriping program by which the City will ensure that all on-street spaces are striped and marked appropriately. Currently, some of the parallel parking spaces are not marked or the markings have faded. If these spaces are restriped, it will limit instances whereby vehicles are parked across multiple spaces.

The second method by which additional on-street parking will be provided is through the conversion of existing parallel parking to angled parking. A review of the existing roadways within the Downtown indicate where roadway segments could be converted from parallel parking to angled parking on at least one side of the roadway.

Figure 7-6 indicates the current parking configuration within Downtown. As shown on this figure, a majority of the roadways have parallel parking with some limited angled parking provided. Figure 7-7 documents the locations where angled parking could be added by converting parallel parking on one side of the street to angled parking. It is anticipated that approximately 75 spaces could be added through a comprehensive plan to convert parallel parking to angled. Figure 7-8 provides an example cross-section showing how angled parking might be accommodated within the existing curb-to-curb width. It should be noted that implementing angled parking will require the development of detailed design plans for each of the roadway segments where angled parking will be added.

ii. *Parking Measure B: Implement Shared/Joint Use Parking*

Following the implementation of Parking Measure A, if subsequent parking monitoring finds one or more sub-areas exceeding 75 percent occupancy, the second parking measure shall be implemented. Ideally, this measure should only be implemented in a sub-area if that sub-area has already received the first set of implementation measures.

The second measure to be implemented is the provision of parking through shared parking opportunities. One type of shared parking is for private property owners to share parking and reduce the total number of parking spaces that each would provide on their individual properties. This type of arrangement is subject to the standards for shared parking provided in Section F.4.d (Shared Parking Standards) in Chapter 5, Development Code.

Another type of shared parking is for private property owners to make surplus parking available for public parking. Both of these types of shared parking are feasible in Downtown Upland given the mix of uses in certain areas that allow people to park in one spot and then walk from one destination to another.

Figure 7-6 **Existing On-Street Parking**

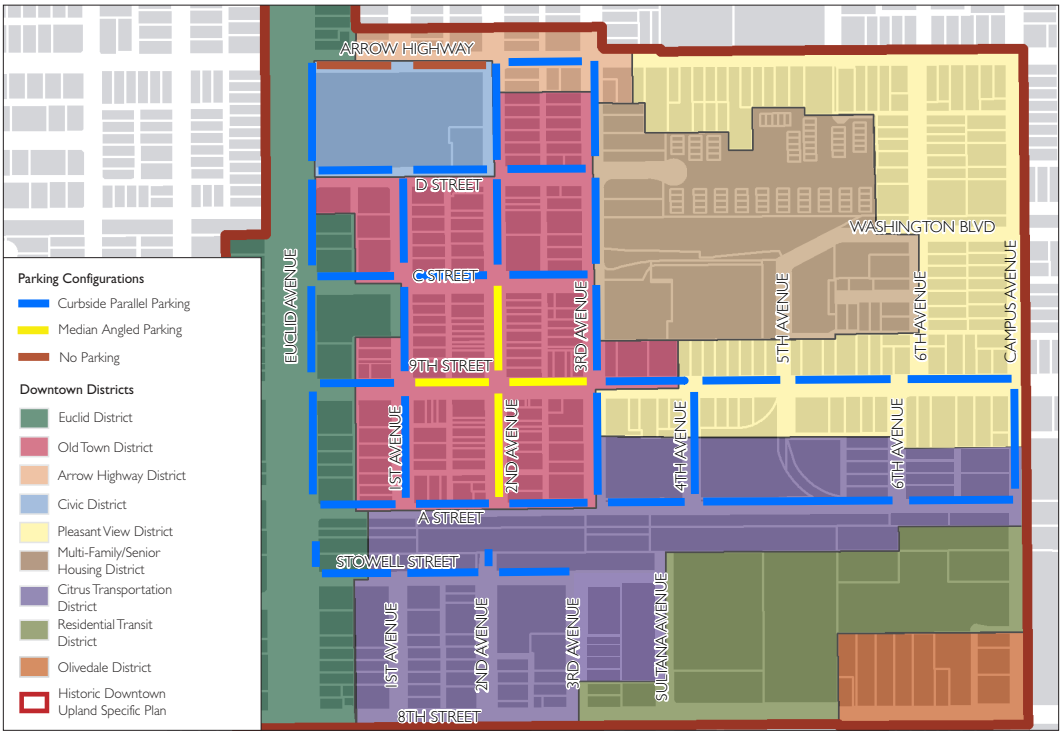


Figure 7-7 **Future On-Street Parking**

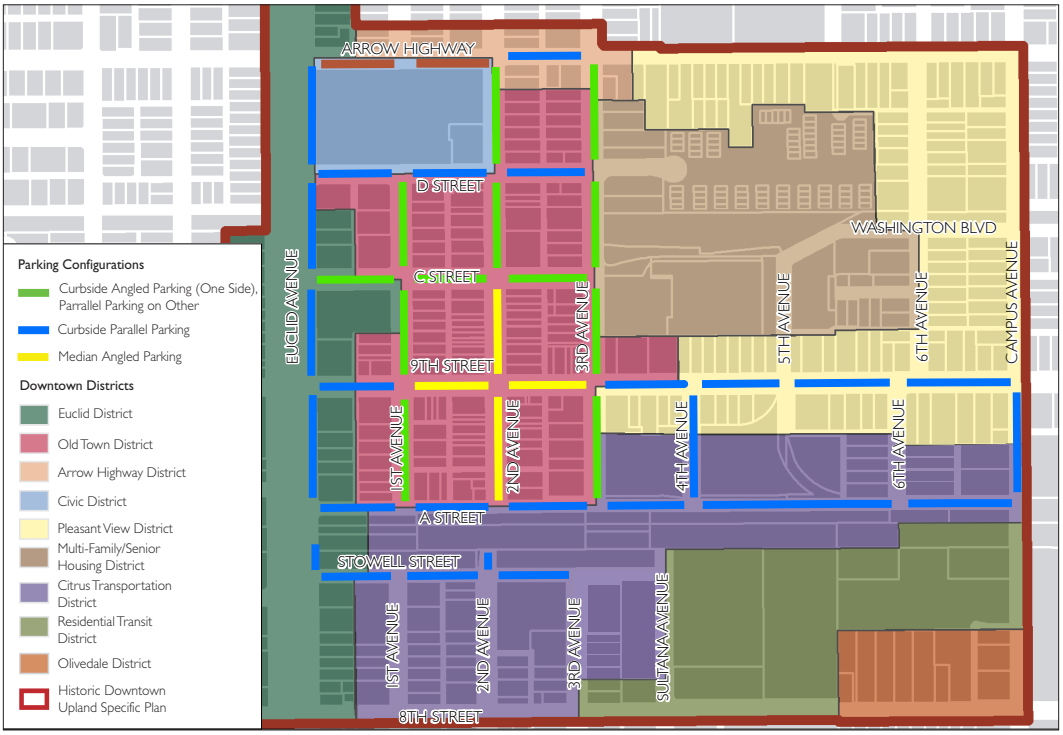
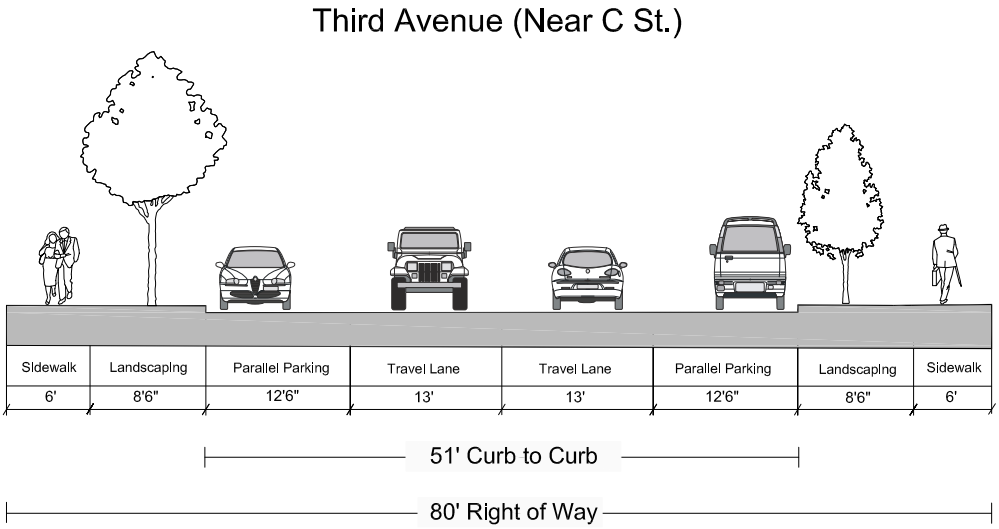
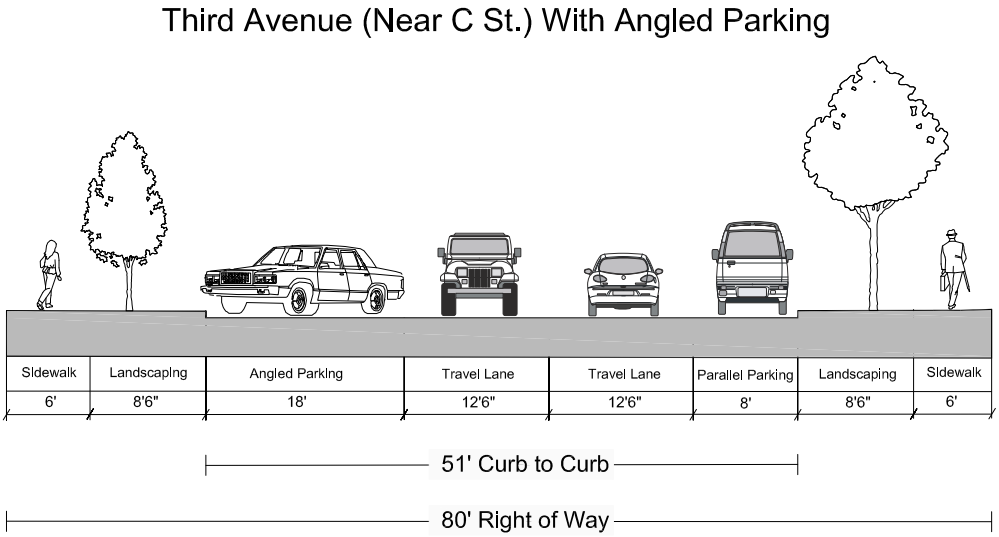


Figure 7-8 **Angled Parking Cross Section**





To provide additional public parking opportunities, the City will consider leasing parking spaces for public use when there is a surplus of privately-owned parking in Downtown. For example, if an existing business has a 100-space lot located near a high-demand area, and 50 percent of the lot is regularly underutilized, the City may enter into a contract with the business to lease the spaces for public use. This will allow the City to provide additional parking supply without constructing new parking facilities. The availability of shared parking opportunities should be identified during the parking monitoring process since this tabulation will note both public and private spaces which are occupied and other spaces available for use.

iii. Parking Measure C: Construct Parking Structures

Following the implementation of Parking Measures A and B, if subsequent parking monitoring finds one or more sub-areas exceeding 75 percent occupancy, the third set of parking measures shall be implemented. The third parking measure is the construction of a public parking garage within or near the sub-area that exceeds 75 percent occupancy after the implementation of previous parking measures.

Parking structures have the advantage of providing large amounts of parking on a relatively small footprint, thereby encouraging a denser, more walkable environment. Structures should be combined with other uses, such as ground floor retail, to enhance building aesthetics, maintain pedestrian activity in the vicinity of the structure and avoid "dead zones" without any attractions to pedestrians.

Potential locations for new public off-street parking facilities are listed below and shown in Figure 7-9. Alternate locations for any of the planned off-street public parking facilities shown in Figure 7-9 may be considered if sufficient public parking is incorporated into nearby private developments. Such public parking structures shall not be constructed as to create a visual or aesthetic barrier between residential mixed-use developments and scenic vistas. The amount of new additional parking spaces listed is based on an assumption that parking structures will be built to three levels and include ground floor retail fronting the street. Based on the parking capacity study presented in Chapter 2, Tier 1 locations are the highest priority for additional parking, where parking demand is already high and will be further compounded by new development. Tiers 2 and 3 are lower priority locations; however additional parking facilities in these locations will be beneficial as Downtown intensifies. The locations that are identified are currently underutilized or are vacant lots owned by the City that have the potential to be redeveloped into parking structures to support new development Downtown.

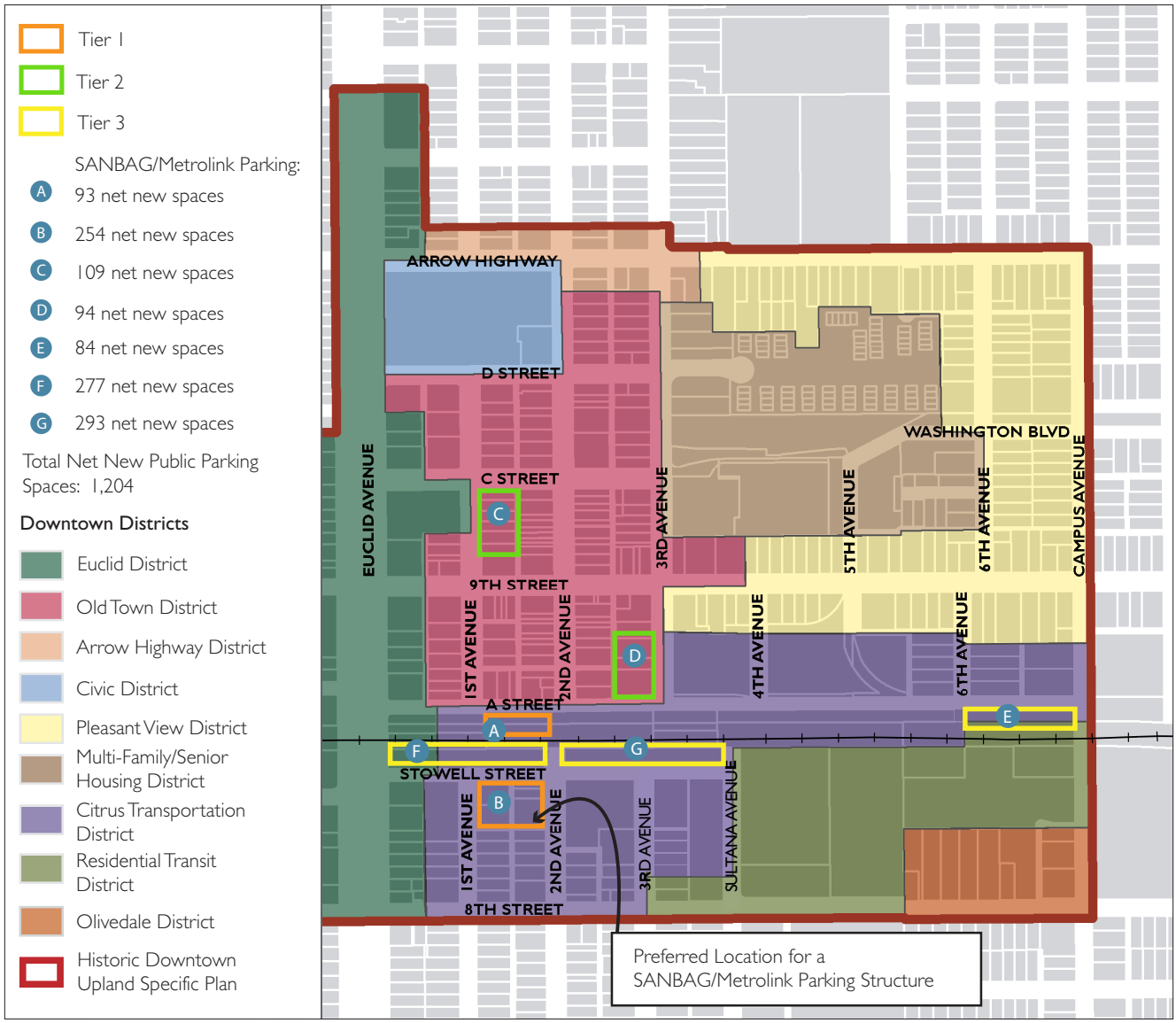
Tier 1:

- South of A Street between 1st Avenue and 2nd Avenue (3-story parking garage: 94 additional parking spaces).
- South of Stowell Street between 1st Avenue and 2nd Avenue (3-story parking garage: 254 additional parking spaces).

Tier 2:

- Southeast corner of 1st Avenue and C Street (3-story parking garage: 109 additional parking spaces).
- Northwest corner of 3rd Avenue and A Street (3-story parking garage: 94 additional parking spaces).

Figure 7-9 **Parking Priority Locations**



Tier 3:

- Southeast corner of A Street and 6th Avenue (surface lot: 84 additional parking spaces).
- North of Stowell Street between Euclid Avenue and 2nd Avenue (3-story parking garage: 277 additional parking spaces).
- North of Stowell Street between 2nd Avenue and Sultana Avenue (3-story parking garage: 293 additional parking spaces).

If all locations identified in Figure 7-9 are developed into parking structures or lots as assumed, an additional 1,204 parking spaces could be provided in Downtown; however, it is likely that some parking facilities will remain as surface lots until there is sufficient demand for structures.

Upland has the opportunity to partner with SANBAG to fund a new parking structure that serves the Upland Metrolink station and Downtown. The parking structure must be large enough to capture demand generated by Metrolink riders and provide additional parking for Downtown. Since the parking structure is to be used by both Metrolink commuters and Downtown users, it is necessary for the parking location to be attractive to both demographics. It is therefore recommended to construct the parking structure south of Stowell Street between 1st Avenue and 2nd Avenue, as shown in Figure 7-9. This location is prioritized because it is located just south of the Metrolink Station and will provide approximately 254 parking spaces in a three story parking structure. It is also a priority location because it will be developed with ground floor retail facing 2nd Avenue, which will begin to shape and activate the street frontage along 2nd Avenue south of the tracks in a manner consistent and compatible with Old Town to the north. Furthermore, it will pave the way for new catalytic development on the large sites south of the tracks that will depend on the provision of additional parking close by in order to make new development feasible.

Both City and SANBAG guidelines for parking structures will be followed through compliance with the Parking Standards provided in Section F.4 (Parking) in Chapter 5, Development Code. Additional parking structures will be developed in the locations identified in Figure 7-9 as the demand for parking in Downtown increases.

Public Utilities & Infrastructure

8

This chapter incorporates studies that were prepared by the City's Public Works Department to assess water, sewer and storm drainage infrastructure that will be necessary to provide an adequate level of service for implementation of the Specific Plan.

Infrastructure improvements that are necessary to support growth or revitalize the Downtown area will be implemented by the City in accordance with the applicable master plan for water, sewer, or storm drain facilities. These plans provide for prioritizing and constructing capital improvement projects that are necessary to ensure sufficient infrastructure capacities and sustainable growth. Individual developments will be responsible for mitigating their impacts on public facilities, including making improvements or fair-share contributions to mitigating system impacts, where applicable. Anticipated improvements in the Downtown area were identified in the Water Supply Evaluation for the Downtown Specific Plan (March 2010), the Sewer Utility Evaluation for the Downtown Specific Plan (March 2010), and the Storm Drainage Infrastructure Analysis (March 2010), which are contained within this Chapter.

A. Water

1. Water System Analysis

This section contains the Water Supply Evaluation for the Downtown Specific Plan prepared in March 2010. This evaluation was conducted to find deficiency locations and necessary facilities to support future development, not only in the Plan Area, but also in the vicinity of Downtown. The evaluation area is shown in Figure 8-1. The evaluation was performed with the calibrated H2OMAP Water Model that contains all existing water lines and facilities in the City. A deficiency is defined as not meeting any criteria listed in the table below.

Table 8-1 **Water Infrastructure Analysis Criteria**

Criteria	Description	Requirement (pounds per square inch or psi)
(1)	Minimum Pressure on Average Day Demand	50 psi
(2)	Minimum Pressure on Maximum Day Demand at Peak Hour Demand	40 psi
(3)	Fire Flow Residual Pressure during Maximum Day Demand	20 psi

No deficiency was found for criteria (1) and (2); however there are deficiencies for criterion (3), as noted in Tables 8-2 and 8-3 and Figure 8-1. To correct these identified fire flow deficiencies, corrective measures are recommended to achieve 20 pounds per square inch (psi) pressure residual at all locations in the Plan Area and its vicinity. The necessary improvements for existing and future deficiencies are identified in Tables 8-2 and 8-3, respectively.

Table 8-2 **Existing Fire Flow Deficiency Locations and Recommended Improvements**

Deficiency Location	Recommended Improvement	Length (ft)
Euclid Avenue /F Street	Install 8-inch water line connecting existing water lines on both sides of Euclid Avenue	150
Euclid Avenue/G Street	Upsize the existing 3-inch water line to 6-inch.	1500
Northwest Euclid Avenue/Arrow Highway (Palm Avenue/Winn Drive)	Improvement #2 eliminates the fire flow deficiency at this location.	N/A
Northwest Campus Avenue/8th Street	Install 8-inch water line to eliminate the dead end.	500

Table 8-3 **Future (2030-2035) Fire Flow Deficiency Location and Recommended Improvements**

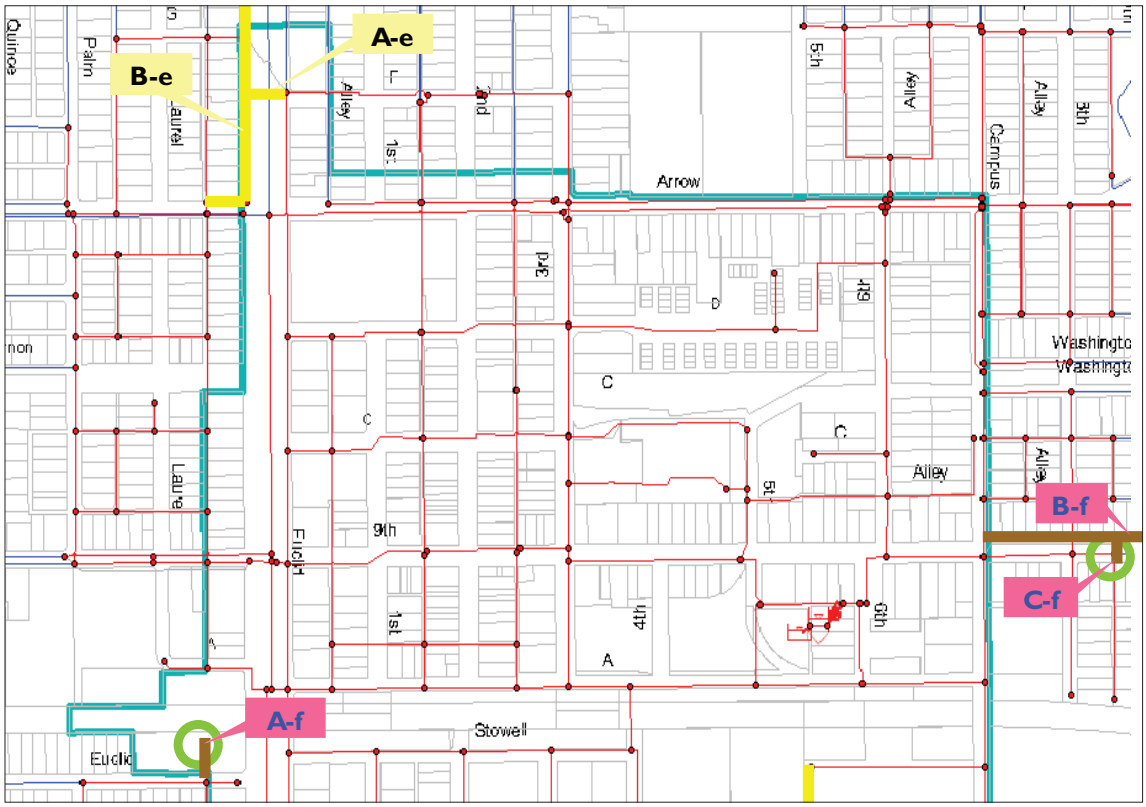
Deficiency Location	Recommended Improvement	Length (ft)
Euclid Avenue/Euclid Place	Upsize 6-inch to 8-inch line.	150
9th Street from Campus Avenue to 10th Avenue	Install new 14-inch line on 9th Street parallel to the existing 6-inch line, from Campus Avenue to 10th Avenue.	1300
9th Street/9th Avenue	Connect the new 14-inch line with the existing 6-inch line, at 9th Avenue.	60

2. Water Supply

As part of the water infrastructure evaluation, the water supply for 2030-35 was also evaluated to determine if there will be sufficient supply to meet the water demand of the Specific Plan. The finding is demonstrated below and staff has determined that there will be sufficient supply for the buildout of the Specific Plan.

The existing water demand for the Specific Plan Area is 470 gallons per minute (GPM). An increase of 290 GPM or 465 acre-feet per year (AFY) is projected for the buildout of the Specific Plan for a total of 760 GPM. Projected demand is based on the buildout of the Specific Plan and anticipated future demands based on existing usages and population growth projection, taking into account the projected future recycled water use in

Figure 8-1 **Fire Flow Deficiency Locations for the Specific Plan Area**



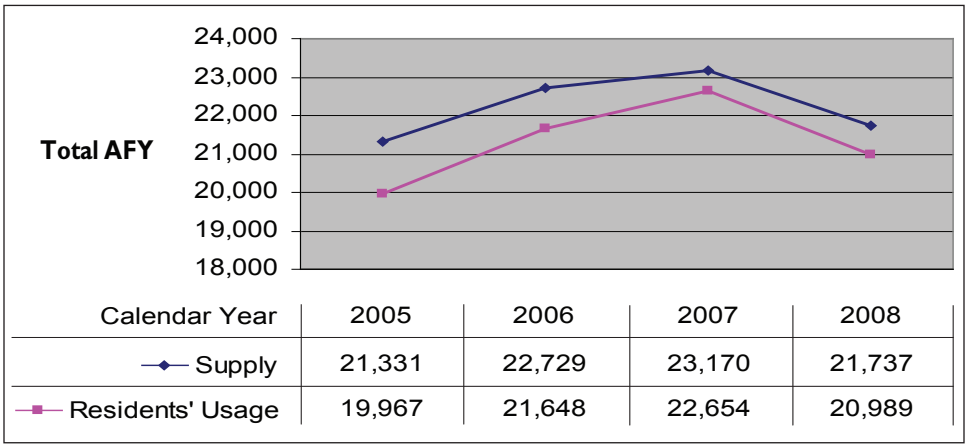
Locations of additional future deficiencies due to not meeting the fire flow residual requirement of 20 psi.

Future corrective actions: A-f – Upsize 6-inch to 8 -inch line (130 ft);
B-f – Install a 14-inch parallel line (1290 ft) on 9th St. (from Campus Ave. to 10th Ave.); and
C-f – Connect the existing water line with the new 14-inch (60 ft).

the Plan Area and nearby locations of 100 AFY. During 2009, the City sold approximately 500 AFY to Monte Vista Water District and the City of Chino. This surplus serves as an indication of the City's capacity in meeting the demand for the Plan Area.

Figure 8-2, on the following page, demonstrates the historical supply and usage demand, and the flexibility to accommodate new development.

Figure 8-2 **Historical Water Supply and Usage**



In addition, a review of the water storage capacity was conducted to determine if it provides 130 percent of maximum day demand (for both operational and emergency storage), while having additional storage for the fire flow requirement. The Plan Area is situated in the City's Hydraulic Zone 1, which can be fed or supplied from Zone 2.

Table 8-4, below, shows the existing available storage and surplus or shortage, for each zone or as a combination of both, to meet the optimum storage requirement. An additional storage of 1.6 MG will be needed for both zones in order to support the buildout of the Specific Plan. The City will implement the following projects and programs to ensure the provision of adequate water storage capacity:

- Capital Improvement Projects to install automatic valves to feed lower zones, meaning Zone 1 will be served from all higher zones.
- Water Conservation Program targeting users in all zones, thus, reducing usage demands in all zones and resulting in surplus storage capacity for Zone 1.
- Implementation of recycled water use in Zones 2 and 3, thus, further reducing demand and freeing up further surplus storage for Zone 1.

Table 8-4 **Existing and Projected Water Storage Capacity**

Zone	Existing Storage	Existing Surplus/ eShortage	Projected Future (2030-35) Surplus/Shortage
Zone 1	10.5	- 6.5	- 7.7
Zone 2	18.4	+ 7.0	+ 6.1
Combined Surplus/Shortage		+ 0.5	- 1.6

B. Sewer

This section contains the Sewer Utility Evaluation for the Downtown Specific Plan prepared in March 2010. This analysis evaluated system capacity and identified capacity deficiencies of the system under existing and future conditions. On the following page, a map of the sewer segments in Downtown is provided in Figure 8-3. The analysis was completed using Bentley SewerCAD V8i software. The sewer analysis was based on the design criteria shown in Table 8-5.

Table 8-5 **Sewer Analysis Criteria**

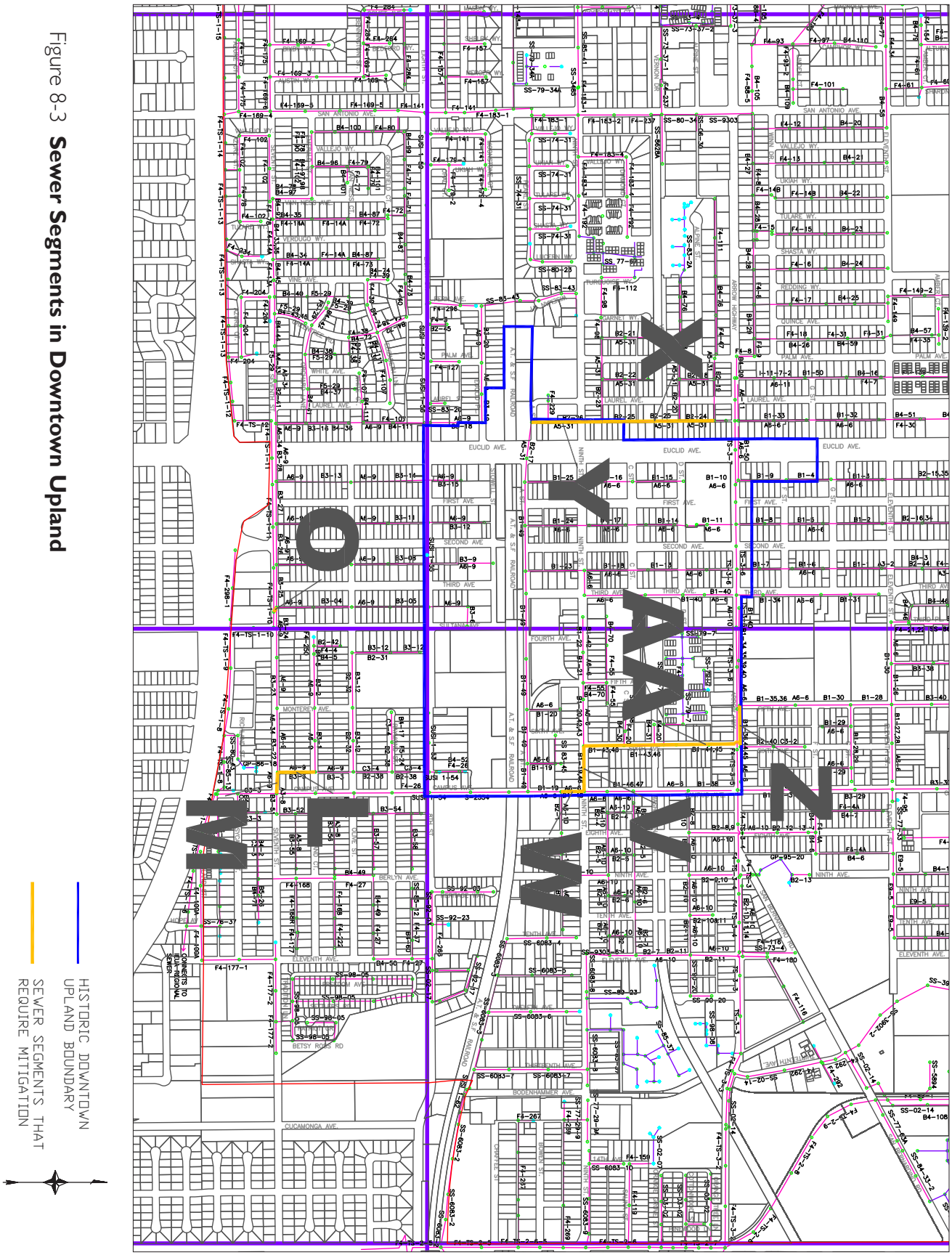
Pipe Diameter	Depth of Flow/ Pipe Diameter (D/d)	Design Velocity
8-inch diameter and less	0.50	2 fps min., 15 fps max.
Greater than 8-inch diameter	0.75	2 fps min., 15 fps max.

The Sewer Model indicated several sewer mains within the existing condition scenario that exceed the design criteria as shown in Table 8-6 and should be considered for future upgrades before additional development takes place within the Plan Area.

Table 8-6 **Sewer System Deficiencies under Existing Conditions**

Sewer Pipe Label	Label	Location of Sewer Line	Diameter of Line Segment	Maximum Flow (mgd)	Maximum Velocity (ft/s)	Maximum Depth (Average End)/ Rise (%)
L	07C040S	Alley west of Campus Avenue between Highland and 7th Streets	8 inch	0.1598	2.29	61.7
M	07C050E	7th Street between alley west of Campus Avenue and Campus Avenue	10 inch	0.3487	1.55	76.6
O	07E020S	7th Street between alley west of Sultana Avenue and Sultana Avenue	8 inch	0.5273	5.14	57.1
V	09C010E	9th Street between 6th Street and Campus Avenue	8 inch	0.538	2.77	72.5
W	09C020S	Campus Avenue between 9th Street to first manhole south of 9th Street	8 inch	0.5752	5.44	64.6
Y	09E020S	Alley west of Euclid Avenue from manhole north of 9th Street to A Street	8 inch	0.4952	3.99	50.7
Z	AHC090E	Arrow Highway between 5th and 6th Avenues	8 inch	0.3212	3.36	50.5
AA	AHC100S	6th Avenue between Arrow Highway and 9th Street	8 inch	0.346	4.79	56.8

Figure 8-3 **Sewer Segments in Downtown Upland**



The estimated increase in wastewater generation under the buildout of the Specific Plan ranges from 357,000 to 392,500 gallons per day. The higher of the two flows was used to model the buildout scenario and generate flow calculations. Based on the Specific Plan buildout output files it appears that several additional sewer line segments exceed the design criteria, as shown in Table 8-7 below, and will require mitigation prior to development.

Table 8-7 **Sewer System Deficiencies under Specific Plan Buildout**

Sewer Pipe Label	Label	Location of Sewer Line	Diameter of Line Segment	Maximum Flow (mgd)	Maximum Velocity (ft/s)	Maximum Depth (Average End)/Rise (%)
L	07C040S	Alley west of Campus Avenue between Highland and 7th Streets	8 inch	0.2182	2.49	69
M	07C050E	7th Street between alley west of Campus Avenue and Campus Avenue	10 inch	0.4044	1.6	82.1
O	07E020S	7th Street between alley west of Sultana Avenue and Sultana Avenue	8 inch	0.6041	5.32	61.5
V	09C010E	9th Street between 6th Street and Campus Avenue	8 inch	0.538	2.77	73.6
W	09C020S	Campus Avenue between 9th Street to first manhole south of 9th Street	8 inch	0.5752	6.18	74.8
X	09E010S	Alley west of Euclid Avenue between Arrow Highway and 9th Street	8 inch	0.3196	3.98	55.7
Y	09E020S	Alley west of Euclid Avenue from manhole north of 9th Street to A Street	8 inch	0.4952	4.82	54.3
Z	AHC090E	Arrow Highway between 5th and 6th Avenues	8 inch	0.3212	3.58	51.7
AA	AHC100S	6th Avenue between Arrow Highway and 9th Street	8 inch	0.346	5.1	57.9

The required mitigation measures per line segment are found in Table 8-8, which gives the location of the sewer line segments, diameter of the line and required mitigation. Refer to Figure 8-2 for the sewer line segments located within and tributary to the Specific Plan Area.

Table 8-8 **Sewer System Performance with Mitigation Measures**

Sewer Pipe Label	Label	Location of Sewer Line	Diameter of Line Segment	Delta Difference (%)	Mitigation Required
L	07C040S	Alley west of Campus Avenue between Highland and 7th Streets	8 inch	7.3	Construct 12" parallel line
M	07C050E	7th Street between alley west of Campus Avenue and Campus Avenue	10 inch	5.5	Construct 12" parallel line
O	07E020S	7th Street between alley west of Sultana Avenue and Sultana Avenue	8 inch	4.4	Construct 10" parallel line
V	09C010E	9th Street between 6th Street and Campus Avenue	8 inch	1.1	Construct 10" parallel line
W	09C020S	Campus Avenue between 9th Street to first manhole south of 9th Street	8 inch	10.2	Construct 10" parallel line
X	09E010S	Alley west of Euclid Avenue between Arrow Highway and 9th Street	8 inch	16.9	Construct 10" parallel line
Y	09E020S	Alley west of Euclid Avenue from manhole north of 9th Street to A Street	8 inch	3.6	Construct 10" parallel line
Z	AHC090E	Arrow Highway between 5th and 6th Avenues	8 inch	1.2	Construct 10" parallel line
AA	AHC100S	6th Avenue between Arrow Highway and 9th Street	8 inch	1.1	Construct 10" parallel line

C. Storm Drainage

This section contains the Storm Drainage Infrastructure Analysis prepared in March 2010. In preparing this analysis, the City modeled existing and proposed storm drain systems based on current drainage practices and conditions and was able to validate the findings in the 1994 Master Plan of Drainage (MPD) prepared by Williamson and Schmid. Since future development associated with implementation of the Specific Plan would occur primarily in existing impervious areas and there would be no appreciable change in runoff generation or volume of stormwater runoff, the analysis found that no additional drainage facilities beyond those identified in the 1994 MPD would be necessary.

1. Existing Drainage Systems

The two major storm drain interceptors affording flooding protection to the Specific Plan Area are:

- South Upland Storm Interceptor (SUSI), Segment 1
- South Upland Storm Interceptor (SUSI), Segment 2

The location of the storm drain segments in Downtown are provided in Figure 8-4 to the right.

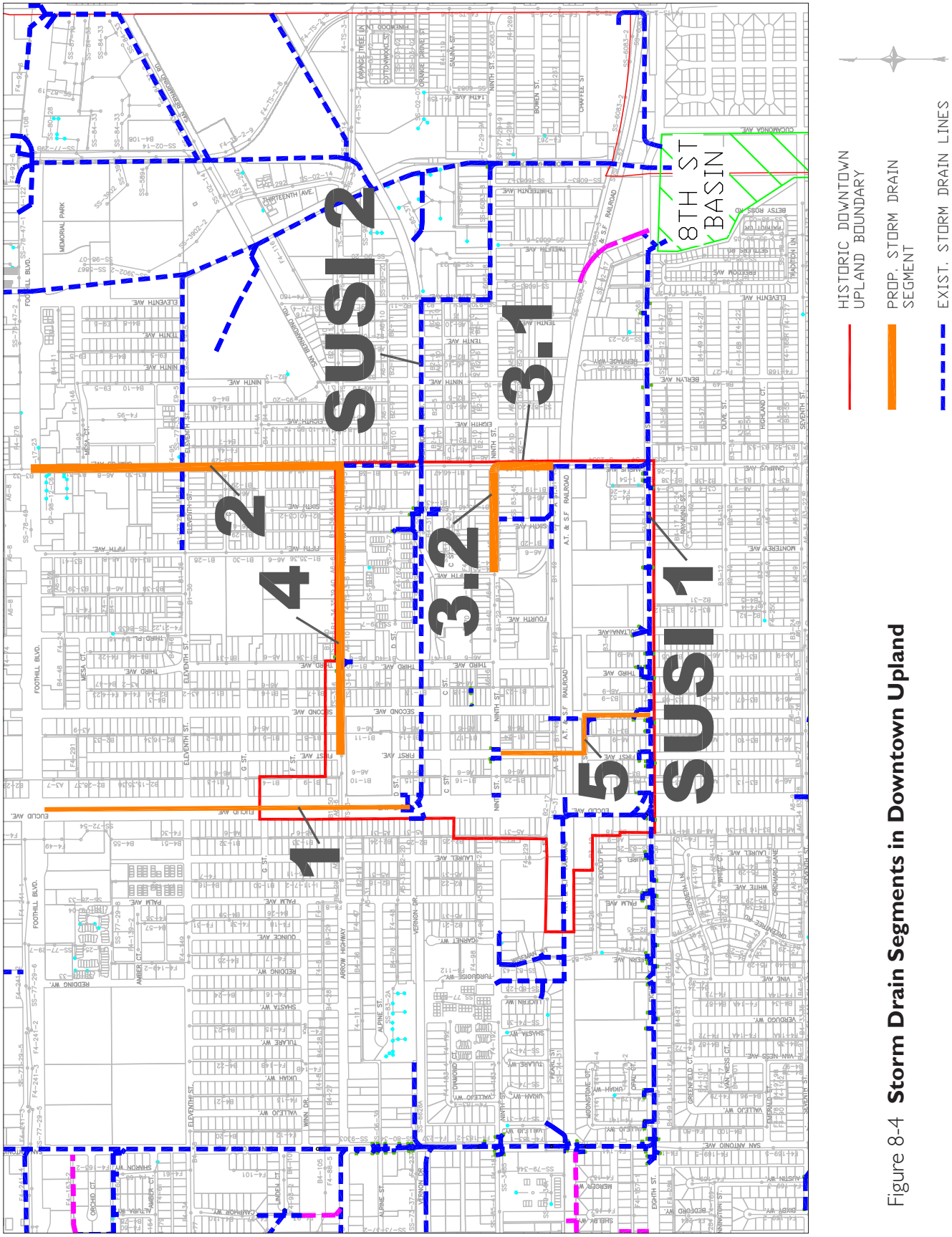


Figure 8-4 **Storm Drain Segments in Downtown Upland**

SUSI Segment 1 is a regional drain, starting at the 8th Street Flood Control Basin at 8th Street east of 11th Avenue, runs westerly along 8th Street, to San Antonio Avenue where it turns north along San Antonio Avenue to Vernon Drive/Southern Pacific Rail Road (SPRR) tracks. The drainage conveyance structures range from 12' x 12' reinforced concrete box culverts (RCBC) to 90-inch diameter reinforced concrete pipes (RCP).

SUSI Segment 2 is also a regional drain, beginning with the segment of the West Cucamonga Channel at the 8th Street Basin northerly to 9th Street, then runs westerly along 9th Street to 11th Avenue where it turns north along 11th Avenue to Washington Boulevard and then west along the SPRR tracks to Euclid Avenue. The drainage conveyance structures range from 14' x 16' RCBC to 90-inch diameter RCP.

There is a major local drain along A Street from 3rd Avenue easterly to Campus Avenue, then southerly along Campus Avenue to 8th Street where it connects to SUSI Segment 1. The drainage conveyance structures range from 48-inch RCP to 60-inch diameter RCP.

There are several minor local drains within the vicinity of the Downtown development as follows:

- 6th Avenue Drain – a 15-inch diameter RCP from 9th Street south to A Street
- 2nd Avenue Drain – a 18" x 22" Corrugated metal Pipe arch (CMPA) from A Street south to Stowell Avenue

2. Master Planned Drainage System

The Williamson & Schmid Report includes the following master planned drainage facilities in the vicinity of the Specific Plan Area.

a. Major Local Drains

- Facility ID A-03, generally along Euclid Avenue, from the SPRR-Bike Trail, north to Foothill Boulevard. This connects to the western upstream terminus of the SUSI, Segment 2 regional drain. The drainage conveyance structures range from 78-inch RCP to 96-inch diameter RCP.
- Facility ID A-02, generally along Campus Avenue, from Arrow Hwy, north to Foothill Boulevard. This connects to the northern upstream terminus of SUSI Segment 2 regional drain. The drainage conveyance structures range from 42-inch RCP to 66-inch diameter RCP.

b. Minor Local Drains

- Facility ID A-02-01, generally along Campus Avenue from A Street north to 9th

Street, thence west along 9th Street to 5th Avenue. This connects to the existing Campus Avenue drain at A Street, which drains to SUSI Segment 1. The drainage conveyance structures range from 24-inch RCP to 42-inch diameter RCP.

- Facility ID A-02-02, generally along Arrow Hwy. from Campus Avenue west to 1st Avenue This connects to the existing Campus Avenue lateral to SUSI 2. The drainage conveyance structures range from 30-inch RCP to 60-inch diameter RCP.
- Facility ID A-01-04, generally along 2nd Avenue at 8th Street where it connects to SUSI Segment 1, northerly to A Street, where it turns west along A Street to 1st Avenue where it turns north along 1st Avenue to 9th Street The drainage conveyance structures range from 24-inch RCP to 30-inch diameter RCP.

Additionally, CivilStorm Software by Bentley V8i was utilized to model all existing and proposed Storm Drain Systems in order to verify the 1994 Williamson & Schmid Master Drainage Report based on current drainage practices and conditions. The Hydrology exercise validated flows from the Williamson & Schmid Master Drainage Report.

The estimated cost for the above listed drainage improvements is provided in Table 8-9 below.

Table 8-9 **Recommended Storm Drainage Improvements**

No.	Segment	Size & Length (Inches & Linear Feet)		Estimated Cost Current Year 2010
Major Local Drains		FACILITY ID A-03		
1	Euclid Avenue (from Vernon Dr. to Foothill Blvd.)	78 - 96	1,997	$1,218,170.00
Major Local Drains		FACILITY ID A-02		
2	Campus Avenue (from Arrow to Foothill)	42 - 66	3,650	$1,556,214.00
Minor Local Drains		FACILITY ID A-02-01		
3.1	Campus Avenue (from A Street to 9th Street)	36 - 42	400	$126,000.00
3.2	9th Street (Campus to 5th Avenue)	24 - 30	950	$218,500.00
Minor Local Drains		FACILITY ID A-02-02		
4.1	Arrow Highway (Station 0+00 to 7+25)	60	725	$300,150.00
4.2	Arrow Highway (Station 7+25 to 17+25)	48	1,000	$331,000.00
4.3	Arrow Highway (from Station 17+25 to 21+25)	42	400	$126,000.00
4.4	Arrow Highway (from Station 21+25 to 24+75)	30	350	$80,500.00
Minor Local Drains		FACILITY ID A-01-04		
5	1st Avenue-A Street-2nd Avenue	24	1,600	$318,336.00
			Sub-total	$4,274,870.00
			Contingency, 30%	$1,282,461.00
			Total	$5,557,331.00

3. Project Impacts

a. Storm Water Infrastructure

Future development associated with implementation of the Specific Plan would occur primarily in existing impervious areas, and as a result, no appreciable change in runoff generation or volume of stormwater runoff is anticipated. As such, no additional drainage facilities beyond those identified in the 1994 Master Plan of Drainage would be necessary to support additional development in the Downtown area.

a. Storm Water Runoff Quantity

Impacts related the drainage system is considered significant if the anticipated run-off generation causes a measurable increase in runoff flows as to result in flooding.

The proposed development occurs mostly in existing impervious areas (parking lots), there should be no appreciable change in runoff generation or volume of storm water runoff, which does not alter the Williamson & Schmid Master Drainage Report.

b. Storm Water Quality

As indicated above, the project area is mostly developed and occurs in areas with limited opportunities for the implementation of low impact development (LID) principles. However, there are several best management practices (BMP's) that could be considered.

Compliance with an approved Water Quality Management Plan or current analysis/ reporting requirements shall be a condition of any required planning approval and all additional required items as indicated by the Department of Public Works at the time of submittal.

Where feasible the following should be implemented with new developments, these are:

- Combination of structural and non-structural Best Management Practices (BMPs) (e.g., bioswales, storm drain filters, permeable pavement, etc,) shall be installed to effectively prevent the entry of pollutants from the project site into the storm drain system during and after development.
- For parking areas with 5 or more spaces. The parking area and associated driveways shall be designed to minimize degradation of storm water quality. Best Management Practices (BMPs) such as oil/water separators, sand filters, landscaped areas for infiltration, basins or equivalent BMPs shall be installed to intercept and effectively prohibit pollutants from discharging to the storm drain system. The BMPs selected shall be maintained in working order. The landowner is responsible for the maintenance and operation of all improvements.

- A parking lot cleaning program shall be developed and implemented. The program shall include the following elements: removal of litter; spot cleaning of oil, fuel, and other automotive leaks; vacuum sweeping on a regular basis; inspection and cleaning of storm drain inlets and catch basins before November 1 and in January of each year; and posting of signs prohibiting littering, oil changing, and other automotive repairs. Debris removed from the catch basins shall be disposed of accordingly.

IMPLEMENTATION 9

Implementation of the Historic Downtown Upland Specific Plan will require the concerted efforts of public and private parties, including investment of public and private monies, the work of experienced designers and builders, and the long-term support of the community. This implementation chapter lays out an organized set of administrative and discretionary processes and implementation programs and actions to be taken by various players to help realize the vision. Specifically, this chapter is organized as follows:

A. General Implementation Provisions—pg. 9-1
B. Administration—pg. 9-4
C. High-Priority Implementation Items—pg. 9-11
D. Development and Redevelopment Strategies—pg. 9-17
E. Economic Development Strategies—pg. 9-21
F. Parking Monitoring and Strategies—pg. 9-24
G. Public Realm Improvement Strategies—pg. 9-25
H. Public Facilities and Infrastructure—pg. 9-29
I. Financing Strategies—pg. 9-30

Obviously, due to the nature of changing economic conditions and trends, it may be necessary for the City to revisit and reprioritize this Specific Plan's implementation steps. The programs and actions in this chapter should be used at the discretion of the Plan's administrators, mindful of market shifts over time, to accommodate new development and facilitate the realization of the vision for Downtown Upland.

A. General Implementation Provisions

The following general requirements shall apply to all land use and development within the Specific Plan Area.

1. Authority and Scope

The Historic Downtown Upland Specific Plan has been prepared in accordance with California Government Code Sections 65450 et al., and the applicable ordinances of the City of Upland. The Specific Plan implements the Upland General Plan and constitutes the zoning for the Plan Area. The policies, regulations, and guidelines contained within this document govern land use development within the boundaries of the Plan Area. In accordance with California Government Code Section 65451, the Specific Plan includes text and graphics that address the following topics:

- The relationship of the Specific Plan to the General Plan.
- The distribution, location, and extent of the uses of land, including open space, within the area covered by the Plan.

- Development and design standards and guidelines, including criteria for conserving, developing, and utilizing natural resources.
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area and needed to support the land uses described in the Plan.
- A program of implementation measures including regulations, programs, public works projects, and financing measures to implement all of the above.

2. Purpose and Intent

To ensure a comprehensive approach to land use and planning within Downtown Upland, the Specific Plan serves as both a policy statement regarding land use and development within the Plan Area and as a regulatory document that sets forth concrete development standards and guidelines for land use activities and development within the area addressed by the Plan.

3. Adoption of the Specific Plan

The Historic Downtown Upland Specific Plan will need to be adopted by ordinance by the City of Upland, replacing the existing zoning in the Plan Area with the regulations and standards found in the Development Code (Chapter 5).

New development projects will need to follow the policies, designations, standards and guidelines set forth in this Specific Plan, which take precedence over the more general policies and standards for other areas of the City. These requirements will also apply to existing developments when owners or occupants intend to alter an existing structure or change an existing use.

4. General Plan Consistency

Per California State Law, the Historic Downtown Upland Specific Plan must be internally consistent with the Upland General Plan. To ensure consistency between the Specific Plan and the Upland General Plan, the General Plan will be amended in conjunction with adoption of the Specific Plan to include a Historic Downtown Upland Specific Plan land use designation to replace the existing General Plan land use designations in the Plan Area. Implementation of the Specific Plan is intended to carry out the broad goals and policies contained in the General Plan, as amended. The Zoning Code will also need to be amended to reflect the adoption of the Specific Plan.

5. Regulating Plan Boundaries

The Specific Plan regulating boundaries are shown in Figure 5-1 (Regulating Plan) in Chapter 5, Development Code. The Plan Area consists of 210 acres in the City of Upland and is generally bounded by Arrow Highway to the north, 8th Street to the

south, Campus Avenue to the east, and Euclid Avenue to the west. The Plan Area boundary extends north of Arrow Highway along Euclid Avenue and slightly west of Euclid Avenue between 8th Street and Vernon Drive. The exact parcels affected by the Plan are listed in Appendix B.

6. Relationship between Specific Plan Provisions and the Upland Municipal Code

Development regulations and requirements contained in this document will supplement or replace those of the Upland Municipal Code as they might otherwise apply to lands within the Specific Plan Area. Any regulations or requirements not specifically covered herein shall be subject to the regulations and requirements of the Upland Municipal Code.

Unless otherwise specifically approved as part of this Specific Plan, all off-site improvements under the control of the City shall be subject to the City of Upland regulations and requirements in effect at the time improvement plans are submitted. Other improvements not under the control of the City (e.g., freeway interchange improvements subject to Caltrans authority, electrical lines under the control of SCE, etc.), shall be subject to the regulations and requirements of the responsible agency.

If any provision of this document conflicts with the regulations or requirements of the Upland Municipal Code, the provisions of this document shall take precedence.

7. Building and Fire Codes

All construction within the Specific Plan shall be in compliance with the Uniform Building Code, Uniform Fire Code, and all other ordinances adopted by the City pertaining to construction and safety features.

8. Master Infrastructure Plans

Studies for infrastructure improvements have been prepared for the Specific Plan Area, which incorporate master planning activities. Master Plans may be amended over time to ensure the availability of adequate infrastructure and services to the Plan Area, subject to approval of the City Engineer. Modifications to project infrastructure undertaken pursuant to Master Plan amendments approved by the City Engineer are not considered to constitute amendments to the Specific Plan.

9. Other Requirements May Apply

Nothing in this Specific Plan eliminates the need for obtaining any other permits required by the City, or any permit, approval or entitlement required by any other applicable special district or agency, and/or the regulations of any State or federal agency.

10. Severability

If any term, provision, condition, requirement, or portion thereof of this Specific Plan is for any reason held invalid, unenforceable, or unconstitutional, the remainder of this Specific Plan or the application of such term, provision, condition, requirement, or portion thereof to circumstances other than those in which it is held to be invalid, unenforceable, or unconstitutional, shall not be affected thereby; and each other term, provision, condition, requirement, or portion thereof shall be held valid and enforceable to the fullest extent permitted by law.

11. Definitions

Words, phrases, and terms not specifically defined within this Specific Plan shall have the same definition and meaning as provided in the City of Upland Municipal Code or, if not defined in the Upland Municipal Code, in a dictionary in common use.

B. Administration

To ensure compliance with all applicable policies, development standards and design guidelines contained in the Specific Plan, applicable provisions of the Upland Municipal Code, and such applicable development standards as may be adopted by the City Council from time to time, all proposed development within the Specific Plan Area shall be subject to review and approval by the City of Upland pursuant to the review procedures discussed below.

1. Land Divisions

Applications for, as well as processing and approval of proposed divisions of land, including, but not limited to, parcel mergers, lot line adjustments, parcel maps, and tract maps, within the Specific Plan Area shall comply with the policies, development standards, and design guidelines contained within this Specific Plan, provisions of the California Subdivision Map Act, the subdivision ordinance of the City of Upland, and the applicable procedural requirements of the Upland Municipal Code.

2. Land Use and Development Review

It shall be unlawful, and a violation of this Specific Plan and the Upland Municipal Code, for any person to establish, construct, reconstruct, enlarge, alter, use, or replace any use of land or structure, including signs, except in compliance with the requirements of this Specific Plan. No zoning clearance, building permit, or grading permit shall be issued by the City unless the proposed activity complies with all applicable provisions of this Specific Plan.

Applications for, as well as processing and approval of proposed uses of land and/or development shall comply with the policies, development standards, and design guide-

lines contained within this Specific Plan and the applicable procedural requirements of the Upland Municipal Code, unless otherwise specified below.

a. Change of Use

A change of use application will be required when in the opinion of the Development Services Director, the existing use on a property and/or within an existing building or portion of a building is proposed to be replaced with a use that differs significantly from the existing use such that new or additional adverse impacts may occur, such as an increased parking demand. An application for a change of use shall be made in writing by the owner(s) of the property and the applicant (if different from the property owner) on a form prescribed by the Development Services Department.

Upon receipt of the application for use permit, the Development Services Director shall determine whether or not the proposed location can adequately accommodate the establishment, maintenance or operation of the proposed use.

i. Findings

The Development Services Director, in approving a request for a change of use, must make written findings that the evidence presented shows that all of the following conditions exist:

- That the use applied for at the location set forth in the application is permitted by this Specific Plan;
- That the site improvements and building layout are adequate in size and configuration to accommodate the use;
- That the location, configuration, and amount of parking is adequate to serve the proposed use;
- That the building construction and occupancy is adequate for the proposed use; and,
- That the proposed use and its operation will not adversely affect adjacent uses or properties.

ii. Conditions of Approval

In granting an approval of an application for a change in use permit, the Development Services Director shall have authority to require any such condition that is necessary to ensure the proposed use is adequately accommodated at the proposed location and will not adversely affect on-site uses or adjacent uses and properties.

b. Similarity of Use

When a proposed use is not listed as a permitted or conditionally permitted use within a district, the Development Services Director shall determine whether or not the proposed use could be considered similar to other uses that are permitted or conditionally permitted within the district.

If the Director determines that the use could be considered similar to permitted uses in the district, the approval of a similarity of use application shall be required prior to the establishment of the new use. Application for a similarity of use shall be made in writing by the owner(s) of the property and the applicant (if different from the property owner) on a form prescribed by the Development Services Department.

If the Director determines that the use could be considered similar to conditionally permitted uses in the district, the Planning Commission may determine that the proposed use is appropriate for the district in accordance with the procedures for a conditional use permit application.

i. Findings

The Development Services Director, in approving a request for a similarity of use, must make written findings that the evidence presented shows that all of the following conditions exist:

- That the use applied for at the location set forth in the application is similar in nature and operational characteristics to another permitted use within the same district;
- That the location can adequately accommodate the establishment, maintenance or operation of the proposed use;
- That the site improvements and building layout are adequate in size and configuration to accommodate the use;
- That the location, configuration, and amount of parking is adequate to serve the proposed use;
- That the building construction and occupancy is adequate for the proposed use; and,
- That the proposed use and its operation will not adversely affect adjacent uses or properties.

ii. Conditions of Approval

In the granting of approval for a similarity of use application, the Development Services Director shall have authority to require any such condition that is necessary to ensure

the proposed use is adequately accommodated at the proposed location and will not adversely affect on-site uses or adjacent uses and properties.

c. Design Review for Single-Family Residential Units

When a new single-family residential unit or accessory structure is proposed to be constructed or enlarged that is not otherwise subject to Chapter 17.150 (Historic Preservation) of the Upland Municipal Code, the approval of a design review application shall be required prior to or concurrently with the issuance of a building permit in accordance with Chapter 17.06 (Design Review) and Chapter 17.16 (Development Application and Review Procedures) of the Upland Municipal Code.

d. Minor Alterations – Residential and Non-Residential Projects

When a minor alteration is proposed to be made to an existing residential or non-residential property, including painting of exterior portions of a building or site, construction of walls and/or fences, reroofing, landscaping, and other minor alterations as defined in Section H (Definitions) of Chapter 5 of this Specific Plan, the Development Services Director, or his/her designee, shall have the authority to approve the alteration prior to or concurrently with the issuance of building permits, if a permit is required for the alteration.

The Director shall approve the alteration if, after review of necessary plans or information, the alteration will comply with the following criteria:

- The alteration is consistent and compatible with, and will not destroy or adversely affect, the architectural style and design features of the site or structure.
- The alteration is compatible with the architectural style and design features of surrounding improvements and will, in general, contribute to the enhancement of the visual appeal, environmental soundness and economic stability of the Downtown area.
- The alteration does not vary significantly from the appearance of improvements on the project site or surrounding improvements as to cause the area to depreciate materially in either appearance or value.
- The alteration is complementary to the function and use for which the development was intended.

The Development Services Director shall be authorized to determine whether an activity that is not listed above or in the definition of "minor alteration" is similar to the types of alterations that are deemed to be minor.

e. Major Alterations - Residential and Non-Residential Projects

When a major alteration, including changes to building massing, building height, cladding exterior walls in a new material, and other major alterations as defined in Section H (Definitions) of Chapter 5 of this Specific Plan, is proposed to be made to an existing residential or non-residential property, the approval of a site plan and/or design review application shall be required prior to the issuance of a building permit in accordance with Chapter 17.06 (Design Review) and Chapter 17.16 (Development Application and Review Procedures) of the Upland Municipal Code. Major alterations involving a structure only shall be subject to a design review application; major alterations to site layout shall be subject to a site plan application. The Development Services Director shall be authorized to determine whether an activity that is not listed above or in the definition of "major alteration" is similar to the types of alterations that are deemed to be major.

f. Minor Conditional Use Permit

When required by Table 5-1 (Permitted Land Uses), the approval of a minor conditional use permit shall be required prior to the establishment of the proposed use. Applications for minor conditional use permits shall be made in writing by the owner(s) of the property and the applicant (if different from the property owner) on a form prescribed by the Development Services Department.

i. Process

Upon receipt of the application for a minor conditional use permit, the Administrative Committee shall determine whether the application should be approved, modified, or denied based upon the required findings below.

ii. Findings

The Administrative Committee shall consider the evidence presented in the application and make the following findings in approving a minor conditional use permit:

- That the use is consistent with the General Plan and is necessary or desirable for the development of the community;
- That the site and building layout for the intended use are adequate in size and configuration to accommodate the use and are consistent with the applicable development standards;
- That the intended use will not be detrimental or disruptive to the public health, welfare, and safety and will be compatible with surrounding uses.

iii. Conditions of Approval

In approving an application for a minor conditional use permit, the Administrative Committee may require conditions of approval to safeguard and protect the public

health, welfare, and safety and to ensure the intended use will not be disruptive to and is compatible with surrounding uses.

g. Conditional Use Permit

When required by Table 5-1 (Permitted Land Uses), the approval of a major conditional use permit shall be required pursuant to the Upland Municipal Code prior to the establishment of the proposed use. Applications for major conditional use permits shall be made in writing by the owner(s) of the property and the applicant (if different from the property owner) on a form prescribed by the Development Services Department.

h. Shared Parking Application

An application for shared parking shall be prepared in accordance with Chapter 5 and submitted on a form prescribed by the Development Services Department. The applicant shall submit a parking demand summary sheet showing the process for calculating the parking demand as outlined in Section F.4.e (Shared Parking Standards) in Chapter 5, Development Code. The applicant shall demonstrate that parking spaces most conveniently serve the land uses intended, the amount of parking and parking space dimensions meet the requirements of Chapter 5, directional signage is provided if appropriate, and pedestrian links are direct and clear. In addition, the application shall condition applicants to record covenants securing parking long-term.

The Development Services Director may revoke shared parking privileges or require additional parking if shared parking is found to be insufficient for the uses it serves.

i. Parking Study

- A parking study in accordance with Chapter 17.22 of the City's Municipal Code will be required when in the opinion of the Development Services Director, the proposed development or proposed shared parking application does not provide adequately for on-site parking needs, may adversely affect off-site traffic patterns, or the development or proposed use is unique and does not fall within the identified parking requirements. The parking study will be processed in conjunction either separately if no other entitlements are required, or in conjunction with the development application(s) for other entitlement(s) that may be required. Parking studies will be considered for approval by the Development Services Director or deferred to the Administrative Committee or Planning Commission, when other concurrent applications require consideration by the Administrative Committee or Planning Commission.

j. Interpretations

The Development Services Director has the authority to interpret any provision of this Specific Plan. Whenever the Development Services Director determines that the meaning or applicability of any requirement of this Specific Plan is subject to interpretation generally, or as applied to a specific case, the Development Services Director may issue an official, written interpretation or may forward any determination on the meaning or applicability of any provision directly to the Planning Commission for an interpretation at a public hearing. The interpretation shall be based upon the following considerations:

- The case is similar to previous interpretation of similar provisions;
- The interpretation implements the vision of the Specific Plan;
- The resulting outcome is consistent with the General Plan; and,
- The decision constitutes a sound precedent for other similar situations.

Any provision of this Specific Plan that is determined by the Development Services Director to need refinement or revision will be corrected by amending this Specific Plan as soon as is practical. Until an amendment can occur, the Development Services Director will maintain a complete record of all official interpretations as an appendix to this Specific Plan. Any interpretation of this Specific Plan may be appealed in compliance with the Upland Municipal Code.

k. Encroachment Permit

An encroachment permit in accordance with the Upland Municipal Code is required whenever work is proposed within the public right-of-way, City held easements, or City owned property such as public parks.

l. Enforcement

The Specific Plan has been adopted by ordinance and is therefore subject to penalty provisions of the Upland Municipal Code, as applicable. Specifically, violations of land use and development provisions within the Specific Plan Area shall be subject to penalty and citation procedures of the Upland Municipal Code.

C. High-Priority Implementation Items

The Specific Plan's implementation priorities are reflected in Table 9-1, Implementation Matrix. The items listed in Table 9-1 include action items outlined in Chapter 4 (Goals, Objectives, Policies, and Actions) and the implementation items outlined in this Chapter.

Overall, the high-priority implementation items include the following:

1. Incentivizing housing in particular but other new development as well, including higher density housing within mixed use or live/work developments. The development of an initial increment of new housing in Downtown Upland is the most important implementation action. Other uses, such as new anchor retailers (i.e., grocery stores) are unlikely to be attracted without an influx of new households upon which to build a customer base. The first phase of private or public development should, therefore, focus on increasing the residential density of the Downtown. At least 200 new residential units are needed to attract high-quality retailers to the Downtown, with an additional 200 to 400 units planned for development. A second phase of significant new commercial development should be undertaken only after the first phase of catalytic residential growth is established.
2. Supporting façade improvements to enhance storefronts and rear entrances of historic buildings in the Historic Core.
3. Improving business retention and attraction, and economic development efforts.
4. Focusing on expanding support for rehabilitation, remodeling, and seismic retrofitting of Downtown structures to accommodate contemporary retail formats.
5. Implementing streetscape improvements, including pedestrian and bicycle improvements and "greening" of alleys in the Downtown.
6. Improving parking management.
7. Implementing water and sewer improvements in accordance with the City's master plans to support anticipated development.

The Implementation Matrix in Table 9-1 is intended as a guide to the City and community in implementing the Plan. It includes the priority, timeframe, lead and supporting implementing entities, the magnitude of costs, and possible financial resources for each action item. Obviously priorities and timeframes may shift given current fiscal and economic uncertainties.

The cost of action items is categorized as low ($0 - $100,000), medium ($100,000 - $500,000), and high (over $500,000); detailed costing should be performed item by item as the City prepares to implement each action. The general timeframe for each action item is designated as near- (1 – 2 years), mid- (3 – 10 years), and long-term (over 10 years).

The financial resources noted in the matrix are grouped by type of action item and described in more detail in Section H: Financing Strategies.

Table 9-1 **Implementation Matrix**

			Responsibility				
	Priority	Timeframe	Lead	Support	Magnitude of Cost	Financial Resources	Comments
Regulatory Actions							
Adopt the Specific Plan and EIR.	1	Short-term	CD			N/A	
Amend the Zoning Code and General Plan to reflect adoption of the Specific Plan.	1	Short-term	CD			N/A	
Development and Redevelopment							
Use City-owned properties to stimulate private development, especially housing, and continue to acquire property in Downtown for land assembly as a way to incentivize development.	1	On-going	RD, PD		High	TOD Housing Program, New Markets Tax Credits, TI, PI	
Bring new attached housing projects to Downtown to expand the residential base and support commercial activity.	1	On-going	PD, RD		High	TOD Housing Program, TI, PI	
Attract additional anchor retailers to Downtown to attract new customers and drive traffic to existing and new smaller businesses; in particular, target an anchor specialty grocery store/deli to Downtown that will serve residents and visitors.	1	Mid-term	RD	CD	High	TI, PI, Community Development Block Grant Special Economic Development Provision	Need 200-400 new residential units to support specialty grocery store; Retail Tenanting Strategy
Strengthen and expand entertainment and cultural offerings in Downtown, either through expansion of the Grove Theatre's capacity or by developing an additional venue.	2	Mid to Long-term	RD	CD	Medium to High	TI, Capital Fundraising Campaign, Community Development Block Grant Special Economic Development Provision	
Develop and foster a public art program and walking tours to preserve and communicate the historical significance of Downtown Upland.	2	Short to Mid-term	RD	Main Street	Low	TI, BID	
Provide support for the rehabilitation and adaptive reuse of the historic packing houses located in the Citrus Transportation District.	2	Mid-term	RD	CD	High	TI, PI	Depends on degree of TI - façade improvement program or full rehabilitation
Provide financial assistance to improve the appearance of storefronts and rear entrances of Downtown businesses.	2	On-going	RD	CD	Low to High, depending on number of improvements	Restaurant/Commercial Rehab/Façade Improvement Loan Program, Upland Town Center Community Rehab Program and Upland Town Center Construction Loan, Community Development Block Grant (CDBG) funds, New Markets Tax Credits, Rehabilitation Credit, Seismic Retrofit Property Tax Exclusion, TI	
Economic Development							
Develop & implement a comprehensive marketing strategy for Downtown that is strategic, multi-pronged and makes the most of existing resources.	2	Short-term	RD	CD, Main Street	Low	Caltrans Community-Based Transportation Planning Grant, SCAG Compass Blueprint Demonstration Project, BID	Part of tenanting strategy for new development
Develop and implement a retail tenanting program to identify and attract desirable retail tenants to the Downtown.	2	Mid-term	RD	Main Street	Low	Caltrans Community-Based Transportation Planning Grant, SCAG Compass Blueprint Demonstration Project, BID	
Expand support of rehabilitation, remodeling and seismic retrofitting of Downtown structures that cannot accommodate contemporary retail formats and do not satisfy modern earthquake standards for construction.	1	On-going	RD	CD	Low to High, depending on number of rehabilitations	Restaurant/Commercial Rehab/Façade Improvement Loan Program, Upland Town Center Community Rehab Program and Upland Town Center Construction Loan, Community Development Block Grant (CDBG) funds, New Markets Tax Credits, Rehabilitation Credit, Seismic Retrofit Property Tax Exclusion, TI	
Support existing and new Downtown businesses through the Small Business Development Center and other business support services, such as a fast track land entitlement process, permitting and fee program.	1	On-going	SBDC	RD	Low	TI, BID	
Revitalize the Farmer's Market and strengthen the relationship between the Farmer's Market and Downtown businesses.	2	Short to Mid-term	RD	Main Street	Low	TI, BID	

Priority: 1 = High, 2 = Medium, 3 = Low; Timeframe: Short-term = 1-2 years, Mid-term = 3-10 years, Long-term = 10+ years

Responsibility: CD = Community Development Department, PW = Public Works, RCS = Recreation and Community Services Division, RD = Redevelopment, PD = Private Developers

Magnitude of Cost: Low = $0 to $100,000, Medium = $100,000 - $500,000, High: $500,000 +

Financial Resources: TI = Tax Increment, PI = Private Investment, BID = Business Improvement District

Table 9-1 **Implementation Matrix** (Continued)

			Responsibility				
	Priority	Timeframe	Lead	Support	Magnitude of Cost	Financial Resources	Comments
Parking							
Create a parking monitoring system and perform regular monitoring of parking utilization to ensure that parking measures are implemented at the appropriate times and places in Downtown.	1	On-going	PW	RD	Medium to High	SCAG	Enforce existing time restrictions
Convert on-street parking to angled parking where right-of-way width permits and as parking is needed in Downtown.	1	On-going	PW		Medium	TI	
Provide parking through shared private and public parking opportunities, and lease privately-owned off-street parking spaces for public use when additional public parking is needed and private lots are underutilized.	2	On-going	CD	PW	Low	TI	e.g., if there is an evening demand for parking, City could lease private lot for public use
Construct new public parking structures in the following locations:							
Tier 1: South of Stowell Street between 1st Avenue and 2nd Avenue (3-story minimum parking garage: 254 additional parking spaces); South of A Street between Euclid Avenue and 1st Avenue (3-story minimum parking garage: 94 additional parking spaces)	2	Mid to Long-term	PW	RD	High	SANBAG, TI, PI	
Tier 2: Southeast corner of 1st Avenue and C Street (3-story parking garage: 109 additional parking spaces); Northwest corner of 3rd Avenue and A Street (3-story parking garage: 94 additional parking spaces); Southeast corner of A Street and 6th Avenue (surface lot: 84 additional parking spaces)	3	Long-term	PW	RD	High	TI, PI	
Tier 3: North of Stowell Street between 2nd Avenue and Sultana Avenue (3-story mininmum parking garage: 293 additional parking spaces); North of Stowell Street between Euclid Avenue and 2nd Avenue (3-story minimum parking garage: 277 additional parking spaces)	3	Long-term	PW	RD	High	TI, PI	
Develop and implement a parking in-lieu fee program to allow the payments of a fee to the City in-lieu of providing required parking spaces.	1	On-going	CD		Low		
Restructure the Parking and Business Improvement District to meet long term parking needs.	1	Short-term	PW	RD, CD	Low	TI, PI	
Public Realm							
Develop detailed plans for and complete a set of consistent public streetscape improvements for the following streets:							City Streetscape Plan
A Street, C Street, 1st Avenue, 2nd Avenue	1	Short-term	PW	RD	Medium	Transportation Enhancement Program	
Stowell Street, Sultana Avenue, 3rd Avenue	1	Short to Mid-term	PW	RD	Medium	Transportation Enhancement Program	
4th Avenue, 5th Avenue , 6th Avenue, Campus Avenue, Arrow Highway	2	Mid-term	PW	RD	Medium	Transportation Enhancement Program	
Replace or resurface existing brick planters in street medians within the Old Town District to complement streetscape improvements.	2	Mid-term	PW	RD	Low	N/A	
Work with Omnitrans to provide direct bus or shuttle service to the Upland Metrolink station.	2	Mid-term	PW	CD	Low		
Develop a signage and public art program to mark significant landmarks, highlight important gateways into Downtown and direct visitors throughout the various Downtown Districts.	2	On-going	CD	RD	Low	TI, PI	Coordinate with public parking sign program; re-assess wayfinding signage.
Establish a maintenance program for sidewalks and monitor sidewalk paving.	2	On-going	PW	RD	Low	N/A	
Install signage at the locations identified in the signage program that is consistent with the standards and guidelines set forth in Chapter 5, the Development Code.	2	Mid to Long-term	CD	PW, RD	Low		
Improve sidewalks in the following areas where paving is uneven, damaged or inaccessible for all users:							

Table 9-1 **Implementation Matrix** (Continued)

			Responsibility				
	Priority	Timeframe	Lead	Support	Magnitude of Cost	Financial Resources	Comments
Arrow Highway from Euclid Avenue to Campus Avenue, 3rd Avenue from Arrow Highway to 9th Street, 6th Avenue from Arrow Highway to 9th Street, Campus Avenue from Arrow Highway to 9th Street	1	Short to Mid-term	PW	RD	Medium	Highway Safety Improvement Program, Transportation Enhancement Program	
Construct new sidewalks in the following areas where sidewalks are currently missing on one or two sides of the street:							
Stowell Street from Euclid Avenue to Sultana Avenue, A Street from 3rd Avenue to 4th Avenue, A Street from 6th Avenue to Campus Avenue, 1st Avenue from 8th Street to Stowell Street, 2nd Avenue from Stowell Street to the Metrolink tracks, 3rd Avenue from 8th Street to Stowell Street, Sultana Avenue north of Stowell Street, 4th Avenue from A Street to 9th Street, 5th Avenue south of 9th Street, 6th Avenue north of A Street	2	Mid-term	PW	RD	Medium	Highway Safety Improvement Program, Transportation Enhancement Program	
Install mid-block crossing treatments for the crossing of the Pacific Electric Trail at Euclid Avenue.	2	Mid-term	PW	RD	Low	Bicycle Transportation Account, Highway Safety Improvement Program, Transportation Enhancement Program	Bike and Pedestrian Master Plan
Construct a pedestrian and bicycle overpass, between the Residential Transit District south of the railroad tracks and the Citrus Transportation District north of the tracks, at 4th Avenue.	3	Long-term	PW	RD	High	Bicycle Transportation Account, Highway Safety Improvement Program, Transportation Enhancement Program	
Make improvements to the Pacific Electric Trail, including planting shade trees and native landscaping, installing benches and drinking fountains, and making safe connections to adjacent neighborhoods.	1	Short-term	RCS	PW, RD	Low	Housing Related Parks Program, Land and Water Conservation Fund, Bicycle Transportation Account, Highway Safety Improvement Program, Transportation Enhancement Program	Bike and Pedestrian Master Plan
Construct the following additional bicycle facilities consistent with the Pedestrian and Bicycle Facilities Master Plan:							
Extend Class II/III Euclid Bicycle Route south to city limits and connect northern and southern portions of route between Arrow Highway and Foothill Boulevard	2	Mid-term	PW		Medium	Bicycle Transportation Account, Highway Safety Improvement Program, Transportation Enhancement Program	
Extend Class II/III Campus Avenue bicycle route south to City limit and north through City	2	Mid-term	PW		Medium	Bicycle Transportation Account, Highway Safety Improvement Program, Transportation Enhancement Program	
Add Class II/III bicycle route along Arrow Highway through City	2	Mid-term	PW		Low	Bicycle Transportation Account, Highway Safety Improvement Program, Transportation Enhancement Program	
Develop a "Green Alleys" Program and retrofit public alleys throughout Downtown using such elements as pervious paving materials, potted plants and trees, park benches, lighting, allowances for outdoor café seating, and other amenities. Prioritize the following public alleys:						Transportation Enhancement Program	Consider pilot project to retrofit one alley and see how successful it is; Issue of theft and taking pedestrians off of primary streets
Alley between 1st Avenue and 2nd Avenue	2	Mid-term	PW	RD	Medium		
Alley between 2nd Avenue and 3rd Avenue	2	Mid-term	PW	RD	Medium		
Build a public park on the southeast corner of 3rd Avenue and 9th Street.	2	Mid-term	RCS	PW, RD	High	Housing Related Parks Program, TI, PI	City-owned lot
Build a public plaza on the corner of 2nd Avenue and Stowell Street that celebrates the citrus heritage of Upland.	3	Long-term	PW	CD, RD	High	TI, PI	Privately owned public space
Develop and implement an open space in-lieu fee program to allow the payments of a fee to the City in-lieu of providing required open space.	2	Short-term	CD		Low		

Priority: 1 = High, 2 = Medium, 3 = Low; Timeframe: Short-term = 1-2 years, Mid-term = 3-10 years, Long-term = 10+ years

Responsibility: CD = Community Development Department, PW = Public Works, RCS = Recreation and Community Services Division, RD = Redevelopment, PD = Private Developers

Magnitude of Cost: Low = $0 to $100,000, Medium = $100,000 - $500,000, High: $500,000 +

Financial Resources: TI = Tax Increment, PI = Private Investment, BID = Business Improvement District

Table 9-1 **Implementation Matrix** (Continued)

			Responsibility				
	Priority	Timeframe	Lead	Support	Magnitude of Cost	Financial Resources	Comments
Public Facilities and Infrastructure							
Water							
Install an 8-inch water line connecting existing water lines on both sides of Euclid Avenue and F Street.	1	Short to Mid-term	PW		Low	TOD Housing Program, Infill Infrastructure Grant Program, Infrastructure State Revolving Fund Program	
Upgrade the existing 3-inch water line to a 6-inch water line at Euclid Avenue and G Street.	1	Short to Mid-term	PW		Medium	TOD Housing Program, Infill Infrastructure Grant Program, Infrastructure State Revolving Fund Program	
Install an 8-inch water line to eliminate the dead end at Campus Avenue and 8th Street.	1	Short to Mid-term	PW		Medium	TOD Housing Program, Infill Infrastructure Grant Program, Infrastructure State Revolving Fund Program	
Upgrade the 6-inch water line to an 8-inch water line at Euclid Avenue and Euclid Place.	2	Long-term	PW		Low	TOD Housing Program, Infill Infrastructure Grant Program, Infrastructure State Revolving Fund Program	
Install a new 14-inch water line on 9th Street parallel to the existing 6-inch line, from Campus Avenue to 10th Avenue.	2	Long-term	PW		Medium	TOD Housing Program, Infill Infrastructure Grant Program, Infrastructure State Revolving Fund Program	
Connect the new 14-inch water line with the existing 6-inch water line at 9th Avenue and 9th Street.	2	Long-term	PW		Low	TOD Housing Program, Infill Infrastructure Grant Program, Infrastructure State Revolving Fund Program	
Sewer							
Construct a 12-inch parallel sewer line along the alley west of Campus Avenue between Highland and 7th Streets.	1	Short to Mid-term	PW		Low	TOD Housing Program, Infill Infrastructure Grant Program, Infrastructure State Revolving Fund Program	
Construct a 12-inch parallel sewer line along 7th Street between the alley west of Campus Avenue and Campus Avenue.	1	Short to Mid-term	PW		Low	TOD Housing Program, Infill Infrastructure Grant Program, Infrastructure State Revolving Fund Program	
Construct a 10 inch parallel sewer line along 7th Street between the alley west of Sultana Avenue and Sultana Avenue.	1	Short to Mid-term	PW		Medium	TOD Housing Program, Infill Infrastructure Grant Program, Infrastructure State Revolving Fund Program	
Construct a 10-inch parallel sewer line along 9th Street between 6th and Campus Avenues.	1	Short to Mid-term	PW		Low	TOD Housing Program, Infill Infrastructure Grant Program, Infrastructure State Revolving Fund Program	
Construct a 10-inch parallel sewer line along Campus Avenue between 9th Street and the first manhole south of 9th Street.	1	Short to Mid-term	PW		Low	TOD Housing Program, Infill Infrastructure Grant Program, Infrastructure State Revolving Fund Program	
Construct a 10-inch parallel sewer line along the alley west of Euclid Avenue between the manhole north of 9th Street to A Street.	1	Short to Mid-term	PW		Low	TOD Housing Program, Infill Infrastructure Grant Program, Infrastructure State Revolving Fund Program	
Construct a 10-inch parallel sewer line along Arrow Highway between 5th and 6th Avenues.	1	Short to Mid-term	PW		Low	TOD Housing Program, Infill Infrastructure Grant Program, Infrastructure State Revolving Fund Program	
Construct a 10-inch parallel sewer line along 6th Avenue between Arrow Highway and 9th Street.	1	Short to Mid-term	PW		Medium	TOD Housing Program, Infill Infrastructure Grant Program, Infrastructure State Revolving Fund Program	
Construct a 10-inch parallel sewer line along the alley west of Euclid Avenue between Arrow Highway and 9th Street.	2	Mid to Long-term	PW		Low	TOD Housing Program, Infill Infrastructure Grant Program, Infrastructure State Revolving Fund Program	

Priority: 1 = High, 2 = Medium, 3 = Low; Timeframe: Short-term = 1-2 years, Mid-term = 3-10 years, Long-term = 10+ years
Responsibility: CD = Community Development Department, PW = Public Works, RCS = Recreation and Community Services Division, RD = Redevelopment, PD = Private Developers
Magnitude of Cost: Low = $0 to $100,000, Medium = $100,000 - $500,000, High: $500,000 +
Financial Resources: TI = Tax Increment, PI = Private Investment, BID = Business Improvement District

D. Development and Redevelopment Strategies

Despite the current downturn in the real estate development market, implementation of this Specific Plan will require significant private investment in new development over time. Given the current market uncertainties, this implementation chapter cannot provide a level of detail that could quickly become outdated. Therefore, several broad approaches to development and redevelopment are discussed, including actions such as property acquisition, site assembly and selection of anchor tenants, which should be pursued on a strategic basis as opportunities arise.

1. Use City-owned properties to stimulate private development, especially housing.

Downtown Upland contains many opportunity sites appropriate for development or redevelopment, including both public and private surface parking lots and vacant or underutilized properties. The Upland Redevelopment Agency (RDA) can act to initiate, assemble, partner or otherwise subsidize catalytic development projects using tax increment financing. Even without land assembly, however, the City and the RDA can stimulate private development using land resources already available.

Figure 9-1 illustrates land owned by the City and by other public agencies in Downtown Upland.

The viability of opportunity sites is dependent on several factors, including:

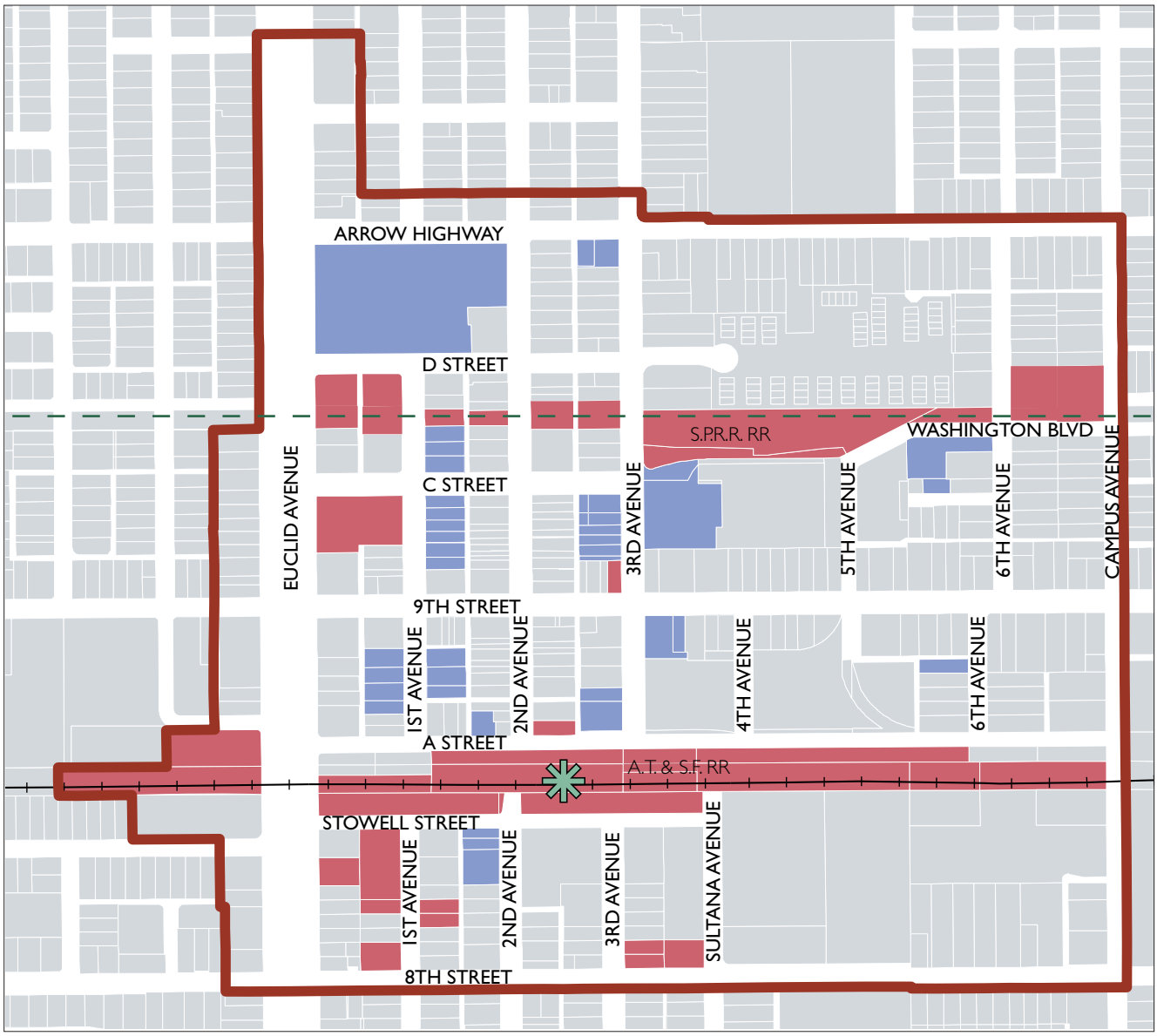
- Parcel size
- Proximity to other parcels
- Location in relation to the existing Historic Core

a. Parcel Size

The largest City-owned opportunity sites are the surface parking lots and other City-owned land located north of the railroad tracks, near the existing Historic Core. In addition to retail development, these sites would be appropriate for mixed use, live/work, and multi-family or townhome-style residential development, or office space aimed towards professionals or small businesses. Given the existing concentration of smaller retail businesses and the need for additional anchor retailers in the Historic Core, a small grocery anchor tenant would also be a good match for opportunity sites located north of the railroad tracks.

Although there are fewer City-owned opportunity sites to the south of the railroad tracks, there are many large parcels owned by other public agencies or private interests. In addition to residential uses, opportunity sites south of the tracks would be well-suited for an entertainment venue, which is discussed in more detail under Catalytic Projects, or a structured, shared parking lot, serving Downtown shoppers and Metrolink customers alike.

Figure 9-1 **City or Public Agency Owned Land**



Metrolink Station

Rail Line

Pacific Electric Trail

Historic Downtown Upland Specific Plan

City and Public Agency Land Ownership

City Owned

Owned by Other Public Agencies

NORTH

0 500 1,000 Feet

b. Proximity to Other Parcels

In addition, Downtown Upland contains several "pairs" of publicly owned parcels located across a street or alley from one another. These parcels present an opportunity for a master developer to assemble parcels and coordinate uses, design and tenanting on either side of the street. In the case of retail development, two-sided retail streets can be created, which foster a sense of enclosure and allow shoppers to wander between businesses more easily.

c. Location in Relation to Historic Core

There may be a trade-off between those opportunity sites most likely to contribute to the critical mass and those most likely to enjoy retail success. A large retail anchor may require visibility from Euclid or another major arterial, and will seek to locate on the edges of the Downtown. When working with commercial developers interested in bringing new retail to Downtown, the locational requirements of these key retailers will have to be met at the same time that efforts are made to avoid detracting from the existing critical mass of retail in Downtown Upland. This topic will be discussed in more detail under Catalytic Projects below.

2. Focus on key catalytic projects to spur physical and economic development in Downtown.

Given the current economic climate, public partnership in key catalytic projects is necessary to attract additional investment to Downtown Upland. Recommended projects are described below.

a. Additional Residential Development in Downtown

A strong residential base will be necessary to attract and support new retailers in Downtown Upland. The City's highest implementation priority – at least for private development – should be the creation of at least 200 additional, inhabited residential units to attract high-quality retailers to the Downtown.

b. A Small-to-Mid-Size Grocery Store

Downtown Upland is in need of a small-to-mid-size grocery/deli store (8,000 – 15,000 square feet) to act as anchor for existing retail businesses in the Historic Core. In order to maximize the benefits for existing Downtown businesses, the grocery should be located as close to the Historic Core as possible. Most contemporary grocers, however, look for opportunity sites with visibility and access from a major arterial with high traffic counts, and room for a surface parking lot when considering new locations. The City will have to work to accommodate a retail anchor's need for visibility and access with the importance of immediate adjacency to the Historic Core. A smaller grocery would be more likely to locate within the main retail district, due to reduced needs for visibility and parking. Attracting any grocery store will only be possible after the first phase of residential development is completed.

c. Entertainment/Cultural Venue

An entertainment or cultural venue, such as a live music venue, independent cinema or cultural arts center, would provide a complement to the Grove Theatre, restaurants and Farmer's Market that are currently bringing evening activity to Downtown Upland, as well as expanding space for daytime cultural programming. Any expansion or improvement of programming space should be preceded by an assessment of existing space, existing programming and greater Upland's cultural arts programming needs.

Improved or enlarged space could derive from new construction or the rehabilitation or expansion of the Grove Theatre itself, depending on what uses and programming are determined to be most in demand. If the City pursues new construction for entertainment venue, a location south of the Railroad tracks should be considered. An entertainment venue would help to draw evening activity south of the tracks without compromising the critical mass of retail around the historic core.

Grand Theatre Center for the Arts, Tracy, CA

The City of Tracy, at the far eastern edge of the San Francisco Bay area, is similar to the City of Upland in size (Tracy population, 2008: 79,196), redevelopment resources and challenges regarding night and daytime activation of a historic downtown. In 2002, the City of Tracy purchased the historic downtown Grand Theatre (built in 1926) and adjacent properties in order to develop a multi-purpose, multi-venue cultural arts center. The City spent $18 million (included site acquisition, relocation of residents, design and rehabilitation costs) to renovate and expand the theatre into the Grand Theatre Center for the Arts. Funding for the project came from redevelopment funds and contributions raised by the Arts Leadership Alliance.

Today, the Center is a 37,000 square foot visual and performing arts center that includes a 560 seat proscenium theatre/cinema, 110 seat studio theatre, dance studio, music studios, complete ceramics studio, children's art space, and concession and catering area. Programming includes musical concerts, theatre and dance performances, exhibits, festivals, films, lectures and art and dance classes open to the community.

3. Develop and foster a public art program that focuses on the history of Downtown.

The City should build upon existing arts and cultural programs in Downtown by developing a public art program. This should include walking tours that help to preserve and communicate the historical and cultural significance of Downtown Upland.

4. Continue to provide support for rehabilitation and adaptive reuse of the historic packing houses located in the Citrus Transportation District where appropriate commercial uses can be identified.

The City should conduct additional historical research and prepare a nomination for the historic packing houses for designation on the State/National Register of Historic Places, or as an historic district. The historic packing houses located in the Citrus Transportation District do not fit typical retail visibility and access needs, and therefore would be most appropriate for larger, destination uses, which are sought out by customers who might then go on to visit other stores. Examples of this kind of use include the Hangar 18 Climbing Gym in Downtown Upland or the Claremont Museum of Art in the Claremont Village. Additional, smaller retail uses in the packing houses will depend on the presence of the destination use, and should strive for synergy with the main leaseholder. For example, the Claremont Museum of Art shares space with a restaurant, which draws customers from those visiting the museum. An alternate use that could be explored is housing.

E. Economic Development Strategies

This section contains a series of economic development strategies to support and expand the economic vitality of Downtown Upland. The Implementation Matrix includes specific information regarding the priority, time frame, potential cost and funding sources for each strategy.

1. Develop a comprehensive marketing and branding strategy for Downtown that is strategic, multi-pronged and makes the most of existing resources.

The RDA should continue to work with the Upland Chamber of Commerce, Main Street Upland and the business community to evaluate existing promotional activities and develop a coordinated marketing strategy that targets specific types of customers to shop in Downtown via multiple outreach avenues. It may be necessary to hire a marketing and promotions consultant that specializes in historic downtowns to facilitate this process, provide quality insight regarding Downtown's biggest promotional assets, best target markets and most effective modes of outreach, and produce a marketing plan that delivers customers. In addition, the City should work with Downtown businesses to encourage the creation of consistent business hours throughout Downtown. Other avenues, including traditional marketing such as print and radio advertising, should be pursued strategically in conjunction with special events.

2. Develop a retail tenanting program to identify and attract desirable retail tenants to the Downtown.

The Specific Plan highlights some market opportunities and market limitations in making Downtown more viable to retail tenants. However, a very detailed retail tenanting program should be developed. Once one or two housing projects have been developed – or are approved and awaiting construction-- the City should identify the specific retail tenants most appropriate for the emerging Downtown market and then seek to recruit those retailers. In developing the program, the City should explore the possibility of Downtown becoming a specialty market center.

3. Coordinate existing business and property owner assistance efforts with the Downtown Specific Plan implementation effort, especially to attract retail tenants identified in the tenanting program.

The City and the RDA currently engage in a wide variety of business and property owner assistance efforts. These efforts should be targeted very precisely toward the Specific Plan's goals and especially to the existing and potential retail tenants identified in the tenanting program. These efforts should include the following:

a. Continue seismic retrofit efforts and other programs that seek to upgrade and expand retail space Downtown.

The City, or RDA, should actively identify and assist those buildings with the greatest architectural character and best potential to house larger retailers, including those that require seismic retrofitting. This may require more direct financial or technical assistance from the RDA to implement retrofits of key structures. The City should specifically provide financial assistance to improve the appearance of storefronts and rear entrances of Downtown businesses.

The RDA should also continue to implement and expand programs such as the Restaurant Attraction Program and the Commercial Rehabilitation program, which offer market-rate loans to business and property owners willing to rehabilitate space in Downtown Upland.

b. Continue to partner with the Small Business Development Center and provide business assistance to retailers and other businesses Downtown.

The RDA should continue its efforts to support small businesses through its partnership with the Small Business Development Center, which offers consulting services, training opportunities and access to local service providers. The City should evaluate opportunities to assist new and existing Downtown businesses to fast track the land entitlement process, permitting and fee programs. The City should also consider hosing a bi-annual new business reception to connect with new businesses and provide them with the tools and resources to thrive in Downtown. However, the City's efforts should be targeted as narrowly as possible at those businesses identified in the tenanting program as high-priority businesses for Downtown.

c. Target retail attraction efforts to retail businesses that are high priorities in Downtown. In addition to identifying the retail tenants that best fit the character and customer profile of Downtown Upland, the City and the RDA should include a targeted set of actions for attracting appropriate retailers to Downtown locations. In particular, an anchor specialty grocery/deli store would serve residents and visitors of Downtown. One potential retail attraction strategy, currently in use in Claremont and Azusa, is a Job Creation and Business Attraction Fund, which would provide new or expanding businesses with a forgivable loan of variable magnitude, based on the number of new jobs created. The funds could be used for a variety of activities, including inventory or tenant improvements, and would operate as a "carrot" to attract new businesses to Downtown Upland.

Claremont CDBG Job Creation and Business Incentive Fund

The City of Claremont's Job Creation and Business Incentive Fund was created under the CDBG's Special Economic Development provision (24 C.F.R. § 570.203) which allows CDBG funds to be applied to local economic development activities. The program provides new or expanding businesses with a $25,000 forgivable loan (effectively a grant) for each new job created, up to $200,000 in total. The money is contingent upon the retention of the new jobs for 2 to 3 years, depending on the size of the grant, and the funds can be used for a variety of activities, including inventory or tenant improvements. First approved in September of 2009, Claremont's Job Creation and Business Incentive Fund includes $246,000 in funding, and will be assessed for renewal after one year.

4. Revitalize the 2nd Avenue Farmer's Market and strengthen the relationship between the Farmer's Market and Downtown businesses.

The 2nd Avenue Farmer's Market, which features a mix of arts and crafts, fresh and prepared foods, and live music, is a popular event in Downtown Upland. If the City wishes to maintain the fair-like atmosphere of the Farmer's Market, they should consider working with Main Street Upland to sponsor free booths for Downtown businesses. This would help to bring in more vendors, support Downtown businesses and strengthen ties between Downtown retailers and the Farmer's Market. Alternatively, the City might work with Main Street Upland to pursue a transition to, or the addition of, a more traditional, produce-centered farmer's market. In order to ensure such a market remains focused on fresh produce, organizers should require a specific mix of vendors. For example, a mix of 85 percent farmers, 5 percent prepared food and 10 percent arts and crafts would be appropriate for a produce-based farmer's market. The timing of such a market should complement the schedule for farmer's markets in surrounding cities.

F. Parking Monitoring and Strategies

As outlined in Chapter 7, currently there is sufficient parking Downtown (more than 2,400 spaces) but the available parking is not well-distributed in relation to the need. The rate of parking space utilization is fairly low in many parts of Downtown, though high near the Metrolink station. The need for additional parking spaces will grow as new development occurs and, in a few cases, existing surface parking lots are converted to development. The following summarizes the steps required to monitor and implement parking in Downtown. A detailed description is provided in Chapter 7.

1. Perform annual parking monitoring

The City shall perform, at a minimum, annual parking monitoring of Downtown parking sub-areas, as shown in Figure 7-5 in Chapter 7. This will involve the collection of occupancy counts for all public and private on-street and off-street facilities; note if new parking facilities were constructed and if so, how many spaces were added; and record if any parking facilities were removed and if so, how many spaces were lost.

Based on the results of the parking monitoring, the City will be able to determine how many spaces are currently available and whether or not additional parking is needed in each sub-area. It is recommended that additional parking be supplied once parking occupancy within one or more of the sub-areas exceeds 75 percent.

2. Implement parking measures

Based on the parking monitoring, as one or more sub-area exceeds 75 percent occupancy, specific parking measures shall be implemented. These parking measures are described in detail and shown graphically in Chapter 7, and include the following:

Measure A: Provide additional on-street parking
Measure B: Implement shared/joint use parking
Measure C: Construct parking structures

3. Implement a parking in-lieu fee

The City should consider whether it would be beneficial to develop and implement a parking in-lieu fee to allow for the payment of a fee to the City in-lieu of providing required parking spaces. Developers considering new projects, whether residential or non-residential, must be given the right incentives to assist in better parking management. Currently, parking requirements for business owners in the Historic Core are waived if they pay a fee. Given the need to stimulate businesses there, and the amount of parking currently available, this waiver should continue.

Developers creating new built space, however, should be given different incentives – incentives designed to minimize the amount of onsite parking required, lower development costs, and raise funds for the parking garages.

Residential developers should be required to provide on-site parking of between one and two spaces per unit because the market typically requires on-site parking for residences. However, the City should develop and implement a parking in-lieu fee to permit residential developers to pay a fee in-lieu of providing the required guest spaces onsite. The fee should be set to encourage developers to pay the fee rather than provide the on-site parking.

Nonresidential developers should be given more powerful incentives to participate in pooled parking rather than provide parking onsite. Outside the Historic Core, retail developers should be required to provide a small amount of short-term parking for their customers; beyond that, however, nonresidential developers should be encouraged to pay an in-lieu fee rather than provide onsite parking. Nonresidential developers who need more onsite parking, such as a grocery market, would still have the option of providing it rather than paying the fee.

G. Public Realm Improvement Strategies

As development and redevelopment occur in Downtown Upland, improvements to the public realm will be necessary to complement the changes and to create the environment desired in Downtown Upland. Overall strategies and specific actions for improving the public realm are presented below. The Implementation Matrix includes details regarding the priority, time frame, potential cost and funding sources for each action item.

1. Implement consistent public streetscape improvements throughout Downtown.

a. Develop detailed plans and complete a set of consistent public streetscape improvements that comply with the standards and guidelines set forth in Chapter 6. The following streets require streetscape improvements to create a pedestrian-friendly environment:

- A Street
- C Street
- 1st Avenue
- 2nd Avenue
- Stowell Street
- Sultana Avenue
- 3rd Avenue
- 4th Avenue
- 5th Avenue
- 6th Avenue
- Campus Avenue
- Arrow Highway

b. Replace or resurface existing brick planters in street medians within the Old Town District to complement streetscape improvements.

2. Work with Omnitrans to provide direct bus and shuttle service to the Upland Metrolink station.

Omnitrans is currently considering the use of smaller vehicles, similar to paratransit vans, to shuttle Metrolink users to and from the Upland Metrolink station. A second service that is being considered is the implementation of a park-and-ride facility near Interstate 210 in northern Upland. Commuters would be able to park at the designated location and Omnitrans shuttles would provide service between the facility and the Metrolink station. This would encourage residents in northern Upland to use alternate transit modes to travel to and from the Metrolink station. The City will work with Omnitrans to ensure that one or both services are implemented.

3. Enhance wayfinding within and to Downtown from other areas of the City to improve visibility and effectively guide automobile and pedestrian traffic to Downtown.

a. Develop a signage program and install signs to mark significant landmarks, highlight important gateways into Downtown and direct visitors throughout the various Downtown Districts. The program should identify graphics for new and improved signs at key locations that complement existing signage.

4. Improve pedestrian and bicycle facilities to ensure safer travel throughout Downtown.

a. Establish a maintenance program for sidewalks and regularly monitor the condition of sidewalks in Downtown.

b. Improve sidewalks in areas where paving is uneven, damaged or inaccessible for all users. Sidewalk improvements must follow the development standards for new and/or improved sidewalks provided in Chapter 5, the Development Code. The areas listed below currently exhibit uneven pavement and breaks in the pavement, making it difficult for all users to travel along these sidewalks.

- Arrow Highway from Euclid Avenue to Campus Avenue
- 3rd Avenue from Arrow Highway to 9th Street
- 6th Avenue from Arrow Highway to 9th Street
- Campus Avenue from Arrow Highway to 9th Street

c. Construct new sidewalks where sidewalks are currently missing on one or two sides of the street. New sidewalks must be constructed to meet the standards for new sidewalks as set forth in Chapter 6. New sidewalks are recommended on the following streets:

- Stowell Street from Euclid Avenue to Sultana Avenue
- 1st Avenue from 8th Street to Stowell Street
- 2nd Avenue from Stowell Street to the Metrolink tracks
- 3rd Avenue from 8th Street to Stowell Street
- Sultana Avenue north of Stowell Street
- A Street from 3rd Avenue to 4th Avenue
- A Street from 6th Avenue to Campus Avenue
- 4th Avenue from A Street to 9th Street
- 5th Avenue south of 9th Street
- 6th Avenue north of A Street

d. Install mid-block crossing treatments for the crossing of the Pacific Electric Trail at Euclid Avenue. An overhead beacon with flashing yellow lights is one type of treatment that could be installed. The second option is to install light-emitting diode (LED) lights embedded in the pavement. Either crossing treatment will work sufficiently on Euclid Avenue to provide bicyclists and pedestrians with a mid-block crossing to connect the off-street trail. The chosen crossing could be enhanced by bulbouts that would reduce curb-to-curb distance by expanding the sidewalk width at the intersection. The bulbouts could be accommodated by removing one parking space on either side of Euclid Avenue.

e. Construct a pedestrian/bicycle overpass, between the Residential Transit District south of the railroad tracks and the Citrus Transportation District north of the tracks, at 4th Avenue. Currently, pedestrians and bicyclists must make a detour to either Campus Avenue or 2nd Avenue, where at-grade crossings exist, to cross the Metrolink tracks. An overpass at 4th Avenue will connect these two districts, making the pedestrian or bicycle mode choices more attractive options for travel in Downtown. The City must coordinate with Metrolink in developing the overpass to ensure that it conforms to the Southern California Regional Rail Association (SCRRA) standards.

f. Make improvements to the Pacific Electric Trail, including planting shade trees and native landscaping, installing benches and drinking fountains, and making safe connections to adjacent neighborhoods.

g. Construct additional bicycle facilities within Downtown Upland. The following bicycle routes will be constructed in Downtown consistent with the Pedestrian and Bicycle Facilities Master Plan:

- Extend Class II/III Euclid Bicycle Route south to City limits and connect northern and southern portions of route between Arrow Highway and Foothill Boulevard.
- Extend Class II/III Campus Avenue bicycle route south to City limit and north through City.
- Add Class II/III bicycle route along Arrow Highway through City.

5. Develop a "Green Alleys" program and retrofit public alleys throughout Downtown.

Improve the pedestrian environment in public alleys with potted plants and trees, park benches, lighting, pervious paving materials, allowances for outdoor café seating and other amenities**.** In order to create alleys that are attractive to pedestrians, the City will implement improvements to the existing alleys such as additional lighting, landscaping, decorative paving, pedestrian-oriented paving, pedestrian amenities, and improved visibility and access. All alleys within the Downtown area should be improved, however, existing alleys that should be prioritized due to their location in Old Town include, in order:

- Alley between 1st Avenue and 2nd Avenue
- Alley between 2nd Avenue and 3rd Avenue

6. Build new public parks and gathering places in Downtown.

a. Build a centrally-located public park on the southeast corner of 3rd Avenue and 9th Street.

b. Construct a public plaza on the corner of 2nd Avenue and Stowell Street that is designed with emblematic features, such as citrus trees, murals and plaques that celebrate the citrus heritage of Upland. The plaza should serve as a public gathering place near the Metrolink Station.

c. Develop and implement an open space in-lieu fee program to allow the payments of a fee to the City in-lieu of providing required open space.

H. Public Facilities and Infrastructure

Infrastructure improvements that are necessary to support growth or revitalize the Downtown area will be implemented by the City in accordance with the applicable master plan for water, sewer, or storm drain facilities. These plans provide for prioritizing and constructing capital improvement projects that are necessary to ensure sufficient infrastructure capacities and sustainable growth. Individual developments will be responsible for mitigating their impacts on public facilities, including making fair-share contributions to mitigating system impacts, where applicable. Anticipated improvements in the Downtown area that were identified in the Water Supply Evaluation for the Downtown Specific Plan (March 2010) and the Sewer Utility Evaluation for the Downtown Specific Plan (March 2010) are described in Chapter 8 and listed below:

1. Water supply and storage

- Install an 8-inch water line connecting existing water lines on both sides of Euclid Avenue at F Street.
- Upgrade the existing 3-inch water line to a 6-inch water line at Euclid Avenue and G Street.
- Install an 8-inch water line to eliminate the dead-end line at the northwest corner of Campus Avenue and 8th Street.
- Upgrade the 6-inch water line to an 8-inch water line at Euclid Avenue and Euclid Place as additional fire flow pressure is needed in Downtown.
- Install a new 14-inch water line on 9th Street parallel to the existing 6-inch water line from Campus Avenue to 10th Avenue as additional fire flow pressure is needed in Downtown.
- Connect the new 14-inch water line with the existing 6-inch water line at 9th Avenue and 9th Street as additional fire flow pressure is needed in Downtown.

2. Sewer system facilities

- Construct a 12-inch parallel sewer line along the alley west of Campus Avenue between Highland and 7th Streets.
- Construct a 12-inch parallel sewer line along 7th Street between the alley west of Campus Avenue and Campus Avenue.
- Construct a 10 inch parallel sewer line along 7th Street between the alley west of Sultana Avenue and Sultana Avenue.
- Construct a 10-inch parallel sewer line along 9th Street between 6th and Campus Avenues.

- Construct a 10-inch parallel sewer line along Campus Avenue between 9th Street and the first manhole south of 9th Street.
- Construct a 10-inch parallel sewer line along the alley west of Euclid Avenue between Arrow Highway and 9th Street.
- Construct a 10-inch parallel sewer line along the alley west of Euclid Avenue between the manhole north of 9th Street to A Street.
- Construct a 10-inch parallel sewer line along Arrow Highway between 5th and 6th Avenues.
- Construct a 10-inch parallel sewer line along 6th Avenue between Arrow Highway and 9th Street.

I. Financing Strategies

Implementation of the many capital improvements, catalytic real estate projects and economic and community development programs identified in the Specific Plan will require the use of different funding sources and financing tools over time. The City is fortunate to have considerable RDA tax-increment funds, but these funds are unpredictable both because of the market and ever-changing State financing formulas. Thus, implementation of the Downtown Specific Plan will require not only traditional RDA funding, but a variety of additional external funding sources and possibly some local funding sources as well.

The Implementation Matrix provides a general magnitude of cost and possible funding/financing source for each action item. The following discussion provides an explanation of the overall financing approach, identifies potential outside funding sources by type of improvement, and outlines additional local financing tools that could be developed as necessary.

a. Develop an ***opportunistic*** strategy to finance projects and programs that take advantage of new funding sources as they become available in order to accomplish the priorities identified in the Implementation Matrix.

Potential Outside Funding Sources

In this era of diminished local government revenue, one thing is clear: planning and plan implementation at the local level will rely more than ever on regional, State, and federal revenue sources. The Implementation Matrix provides a wide range of possible external funding sources. However, a few possible sources deserve special mention:

- *SCAG Compass/Blueprint grants.* SCAG provides demonstration grants to local governments to do detailed planning and implementation strategies that encourage compact and mixed-use development. A SCAG grant could be used to do a retail tenanting strategy, a streetscape plan, or some other "next step".

- *Proposition 1C and State Infrastructure Bank funds.* California's Proposition 1C created two pots of money that could be helpful – an "Infill Infrastructure Grant" program, which helps localities build infrastructure required for infill development, and a Transit-Oriented Development grant program, which helps subsidize housing-oriented projects near transit. Most grants so far have gone to big cities, but Upland's location on the Metrolink line could be an advantage. Funding from the state's Infrastructure Bank (the so-called I-Bank) may also be available.

Table 9-2 summarizes some of the currently available regional, State and federal funding resources that could be used to implement the Specific Plan.

Additional Local Financing Tools: Revising the PBID

As stated above, the RDA's funds – while traditionally considerable – may not be as predictable in the future as in the past. To pay for infrastructure and other needed improvements Downtown, the City could impose impact fees or create assessment districts or Mello-Roos districts, but these tools would increase the cost of development Downtown at a time when the City is trying to encourage the creation of new development Downtown.

Even so, additional local funding sources are likely to be necessary for public improvements Downtown – especially for a parking structure, which is probably the most expensive item on the list of needed public improvements. In order to ensure additional funding for the parking structure and also to deal with other management and marketing issues Downtown, the City should consider revamping the current Parking and Business Improvement District into a Property-Based Improvement District.

The cost of a new parking structure in Downtown Upland is estimated to be in the range of $5-6 million. Construction of a parking structure typically requires a City to issue bonds against a revenue stream. When cities consider how to provide a revenue stream to bond against, or to use in cash form, they typically have no more than five options. These are:

1. Parking revenues, either from the garage itself or from other Downtown locations such as on-street pay stations.
2. Tax-increment funding.
3. Parking in-lieu fees from developers.
4. Funds from other government agencies.
5. A property assessment mechanism such as a Property-Based Improvement District, or PBID.

As stated above, Downtown Upland does not currently have enough parking demand to justify paid parking.

Developer in-lieu fees could be an important source of revenue, but they can't be used as a revenue stream to bond against. Such fees provide considerable revenue when they arrive, but their payment depends on overall developer activity. Hence, these fees are best seen as a "down payment" on structure parking.

Similarly, other government agencies may have some funds set aside for structured parking. In particular, SANBAG has allocated $1.5 to $2 million in Measure I funds for a Metrolink-related parking garage in Downtown. Again, however, this is not enough money to build the entire structure, so it is best viewed as a "down payment". In addition, a Metrolink parking garage will probably be subject to a variety of restrictions, including a set-aside of significant parking for Metrolink commuters.

The RDA's tax-increment revenue flow is typically used as an important source of financing in such situations. TIF funds are reliable enough to be bonded against, although changes in State rules have made them less plentiful than they used to be. In addition, TIF funds may be required for a wide variety of other purposes in the Downtown. However, given the infeasibility of paid parking, the RDA's TIF money will be required to cover a large portion of the cost of the parking garage unless another source can be found.

The other possible source of funds for a parking structure is a restructuring of the PBID. The current PBID essentially assesses a fee on property owners and businesses and generates very little money ($30,000-$40,000) per year. In other cities, however, Property-Based Improvement Districts have been created in recent years to serve a variety of purposes, including:

- Providing a revenue stream that can be used to issue bonds for a parking structure.
- Providing a source of revenue to cover ongoing marketing costs for downtowns.
- Providing funds that can be used to pay for "Downtown Clean and Safe" efforts, including steam-cleaning sidewalks, litter and debris pickup and routine maintenance, and assist in the security of downtowns.

In general, these programs have been very successful. However, they typically require far more revenue than the amount currently provided by the Upland PBID. Property owners are typically assessed on some combination of lot size, building size, and street frontage.

Table 9-2 **Funding Matrix**

Name	Funding Agency	Description/Objective	Funding Available	Funding Terms	Who Qualifies
New Housing					
Transit-Oriented Development (TOD) Housing Program	CA Department Housing and Community Development	Under the TOD Housing Program, low-interest loans are available as gap financing for rental housing developments that include affordable units, and as mortgage assistance for homeownership developments. In addition, grants are available to cities, counties and transit agencies for infrastructure improvements necessary for the development of specified housing developments, or to facilitate connections between these developments and the transit station.	$300 million	Maximum Program loan or grant, or combination of the two, for a single Housing Development or for a single housing developer applicant, including any affiliates of such applicant, shall be limited to $17 million per funding round. The total maximum amount of Program assistance for applications based on a single Qualifying Transit Station and all awards of Program funds over the life of the Program shall be $50 million.	Cities, counties, transit agencies, developers and redevelopment agencies.
Public Realm					
Housing Related Parks Program	CA Department of Housing and Community Development	The Housing Related Parks Program is intended to increase the overall supply of housing affordable to lower income households by providing financial incentives to cities and counties with documented housing starts for newly constructed units affordable to very low or low-income households. The incentives can be used for the creation of new park and recreation facilities or improvement of existing park and recreation facilities.		Grant amounts are based on the numbers of bedrooms in newly constructed rental and ownership units restricted for very low and low-income households for which there is documentation of a completed foundation inspection during the designated 12- month period covered by the Notice of Funding Availability. Qualifying rental units must be rent-restricted for at least 55 years. Ownership units must be initially sold to qualifying households at affordable cost. Any public funds used to achieve affordability in ownership units must be recovered on resale and reused for affordable housing for at least 20 years. Grants for very low income units will be greater than grants for low-income units. Bonus grant funds will be awarded for projects with specific characteristics, such as infill projects and those serving disadvantaged communities, among others.	Cities and counties that, by the end of the 12-month period for which application is made, have adopted housing elements that HCD has found to be in substantial compliance with housing element law, and have submitted to HCD the annual progress report required by Section 65400 of the Government Code within the preceding 12 months. A city, county, or city and county that receives funds may subcontract through a recreation and park district or nonprofit organization that has among its purposes the conservation of natural or cultural resources.
Infill Infrastructure Grant Program	CA Department of Housing and Community Development	The Infill Infrastructure Grant Program assists in the new construction and rehabilitation of infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. New construction, rehabilitation, and acquisition of infrastructure required as a condition of or approved in connection with approval of Qualifying Infill Projects or Qualifying Infill Areas.	$197 million; funded by the CA HUD from Proposition 1C	Minimum/Maximum grant amounts for Qualifying Infill Projects: $500,000/$20 million ($250,000 minimum for Rural Areas). Grant calculation based on number of units, bedroom size, affordability, and density. Minimum/Maximum grant amounts for Qualifying Infill Areas (and Large Multiphased Qualifying Infill Projects scored as Areas): $2 million/$30 million ($1 million minimum for Rural Areas). See: www.hcd.ca.gov/fa/iig/NOFA_Application_Presentation.ppt	For Qualifying Infill Projects and Large Multi-phased Qualifying Infill Projects. Eligible applicants include non-profit and for profit developers and as a joint applicant with the developer, a locality, public housing authority, or a redevelopment agency. For Qualifying Infill Areas, eligible applicants include localities, public housing authorities, redevelopment agencies, and BIDs as joint applicants with any of the other allowed Area applicants.
Land and Water Conservation Fund	CA Department of Parks and Recreation	The Land and Water Conservation Fund program provides funds to federal agencies and states. The money allocated to the states may be used for statewide planning, and for acquiring and developing outdoor recreation areas and facilities. The program, which is administered nationally by the National Park Service was established in September 1964, initially authorized for a 25-year period, and has been extended for another 25 years, to January 2015.	$184 million for the first competitive round; 60% for southern California and 40% for northern California.	The Match is, at a minimum, one Applicant dollar to one federal dollar for all LWCF grants. However, any additional funds used to complete the project are also considered Match. This is a reimbursement program. The Grantee is expected to finance the entire Project. Up to 50 percent of the actual project expenditures, not to exceed the Grant amount, will be refunded when the Project has been completed. For local agencies, funds are provided through a competitive selection process. Grants for local agencies are divided: 60 percent for southern California and 40 percent for northern California. State agency allocations are distributed under the established program formula.	Cities, counties and districts authorized to acquire, develop, operate and maintain park and recreation areas. State agencies as defined under the program.
Bicycle Transportation Account (BTA)	Caltrans	BTA provides State funds for city and county projects that improve safety and convenience for bicycle commuters.		To be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) that complies with Streets and Highways Code Section 891.2 and is approved by the appropriate Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA) and the Caltrans Bicycle Facilities Unit.	Cities, counties

Table 9-2 **Funding Matrix** (Continued)

Name	Funding Agency	Description/Objective	Funding Available	Funding Terms	Who Qualifies
Highway Safety Improvement Program (HSIP)	Caltrans	HSIP funds are eligible for work on any publicly-owned roadway or bicycle/pedestrian pathway or trail that corrects or improves the safety for its users.	The amount of federal safety funds available in the 2009/10 FFY is expected to be approximately $50 million.	The maximum federal reimbursement ratio for all HSIP projects is 90 percent. The maximum federal reimbursement amount for any single HSIP project is $900,000. All project expenses that exceed the $900,000 maximum federal reimbursement amount will be the responsibility of the project sponsor and will not be eligible for reimbursement. Projects should not require the acquisition of significant rights of way (not more than 10 percent of the construction cost), nor should they require extensive environmental review and mitigation.	The applicant must be a city or a county within the State of California. Exceptions to this requirement will be reviewed by the Department of Transportation (Caltrans), Headquarters - Division of Local Assistance (HQ-DLA) on a case-by-case basis.
Transportation Enhancement Program	Caltrans	The Transportation Enhancement Program helps expand transportation choices and enhance transportation through twelve eligible transportation enhancement surface transportation activities, including pedestrian and bicycle infrastructure and safety programs, landscaping beautification, historic preservation, and environmental mitigation. Transportation enhancement activities are a means of more creatively and sensitively integrating surface transportation facilities into their surrounding communities. What distinguishes transportation enhancement activities from other worthwhile "quality-of-life" and environmental activities is their potential to create a transportation experience that is more than merely adequate. At the same time they may protect the environment and provide a more aesthetic, pleasant and improved interface between the transportation system for the communities and people adjacent to transportation facilities.	California receives about $75 million per year. A local or State funding share is required in each reimbursed phase of work.	This list is exclusive. Only these activities are eligible to be accounted for as Transportation Enhancement activities. They are: 1. Provision of facilities for pedestrians and bicycles; 2. Provision of safety and educational activities for pedestrians and bicyclists; 3. Acquisition of scenic easements and scenic or historic sites; 4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities); 5. Landscaping and other scenic beautification; 6. Historic preservation; 7. Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals); 8. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails); 9. Control and removal of outdoor advertising; 10. Archaeological planning and research; 11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat	Regional Transportation Planning Agencies and Caltrans Department districts. These are programmed into the Interregional Transportation Improvement Program (ITIP) and also become part of the STIP. Projects must meet the criteria for statewide significance to be considered for the ITIP.
Measure I	San Bernardino County	Measure I is the half-cent sales tax collected throughout San Bernardino County for transportation improvements. San Bernardino County voters first approved the measure in November 1989 to ensure that needed transportation projects were implemented countywide through 2010. In 2004, San Bernardino County voters overwhelmingly approved the extension of the Measure I sales tax through 2040.	Anticipate $6,178 million of tax revenue and state/federal funds, with $4,520 million from tax revenue For the San Bernardino Valley SUBAREA	Funds are distributed as follows: 29% Freeway Projects; 11% Freeway Interchange Projects; 20% Major Street Projects; 20% Local Street Projects; 8% Metrolink/ Rail Service; 2% Express Bus; 8% Senior and Disabled Transit Service; 2% Traffic Management.	San Bernardino County Jurisdictions
Rehabilitation and Redevelopment					
New Markets Tax Credits (NMTC)	HUD	The NMTC Program permits taxpayers to receive a credit against Federal income taxes for making qualified equity investments in designated Community Development Entities (CDEs). The federal subsidy goes to qualifying projects in the form of below-market interest rates and more flexible loan terms like longer amortizations and higher loan-to-value ratios.		Substantially all of the qualified equity investment must in turn be used by the CDE to provide investments in low-income communities. Throughout the life of the NMTC Program, the Fund is authorized to allocate to CDEs the authority to issue to their investors up to the aggregate amount of $23 billion in equity as to which NMTCs can be claimed.	An organization wishing to receive awards under the NMTC Program must be certified as a CDE by the Fund. To qualify as a CDE, an organization must: be a domestic corporation or partnership at the time of the certification application; demonstrate a primary a mission of serving, or providing investment capital for, low-income communities or low-income persons; and maintain accountability to residents of low-income communities through representation on a governing board of or advisory board to the entity.

Table 9-2 **Funding Matrix** (Continued)

Name	Funding Agency	Description/Objective	Funding Available	Funding Terms	Who Qualifies
Rehabilitation Credit	HUD	The Rehabilitation Credit applies to costs incurred for rehabilitation and reconstruction of residential buildings. Rehabilitation includes renovation, restoration and reconstruction. It does not include enlargement or new construction. Generally, the percentage of costs you can take as a credit is: 10% for buildings placed in service before 1936 and 20% for certified historic structures.		The rehabilitation tax credit is not allowed for expenditures with respect to property that is considered to be tax exempt use property. Business tax credits generally may not exceed the excess of the taxpayer's income tax liability over the tentative minimum tax (or, if greater, 25 percent of the regular tax liability in excess of $25,000) Thus, business tax credits cannot offset the alternative minimum tax liability. For qualified rehabilitation credits determined under Internal Revenue Code Section 47 attributable to qualified rehabilitation expenses properly taken into account for periods after December 31, 2007, the tentative minimum tax is treated as being zero with respect to the rehabilitation tax credit. Thus, a taxpayer may use the rehabilitation tax credit to offset his regular tax liability.	The rehabilitation tax credit is available to the person(s) and/or the entity who holds title to the property being rehabilitated.
Seismic Retrofit Property Tax Exclusion	State of California, County of San Bernardino	The Seismic Retrofit Property Tax Exclusion allows for a 15-year exclusion of costs of seismic retrofit in property tax reassessments. This must be coordinated with the local building department to determine the seismic retrofit work involved in the project and the value of that work. The County Tax Assessor must be notified within 30 days of completion of the project.		California Proposition 13, the Seismic Retrofitting Amendment, is on the June 8, 2010 ballot in California. If approved, it will prohibit tax assessors from re-evaluating new construction for property tax purposes when the point of the new construction is to seismically retrofit an existing building.	The tax exclusion is available to the person(s) and/or the entity who holds title to the property being retrofitted.
Economic Development					
Economic Development Initiative (EDI) Grant	HUD	EDI provides grants to local governments to enhance both the security of loans guaranteed through the Section 108 Loan Program and the feasibility of the economic development and revitalization projects they finance. The grants make projects more feasible by paying some of the project costs with grant funds or by reducing the interest rate to be paid from a revolving loan fund.		Competitive EDI grant funds can only be used in projects also assisted by the Section 108 Loan Program. Such projects may involve activities such as property acquisition, rehabilitation of publicly owned property, housing rehabilitation, economic development activities, acquisition, construction, reconstruction or installation of public facilities, and for colonias, public works and other site improvements.	Public entities
Community Development Block Grant (CDBG) Special Economic Development Provision	HUD	CDBG funds may be used to provide affordable housing, services and jobs for the most vulnerable in our communities. The 24 C.F.R. 570.203 statute establishes the Special Economic Development Initiative and allows for CDBG funding to apply to economic development projects. The cities of Covina, Alameda and Claremont have begun giving businesses economic incentives by providing no interest or forgivable loans. Nationally, funding for the CDBG program reaches $1 billion.	$1 billion	Not less than 70 percent of CDBG funds must be used for activities that benefit low- and moderate-income persons. In addition, each activity must meet one of the following objectives: benefit low- and moderate-income persons, prevention or elimination of slums or blight, or address community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available.	States and local jurisdictions
Entertainment/Cultural Arts Venue					
501(c)(3) Revenue Bond Program	CA Infrastructure and Economic Development Bank	501(c)(3) revenue bonds are a low-cost, tax-exempt financing resource for capital improvement projects of qualified nonprofit corporations. In order for a nonprofit corporation to access tax-exempt financing, it must have received a determination letter from the Internal Revenue Service stating that it qualifies as an organization as defined under Section 501(c)(3) of the Internal Revenue Code.	No limit	501(c)(3) revenue bond proceeds may be used for the following purposes: capital expenditures, refinancing prior debt (under certain circumstances), reimbursing prior expenditures (under certain conditions), (limited) working capital, costs of issuance, capitalized interest and debt service reserve funds. The proceeds of 501(c)(3) revenue bonds must create public benefits in the community where the project is located by enhancing the economic, social, or cultural quality of life for local residents. The project must be located in California and be consistent with any existing local or regional comprehensive plan.	501(c)(3) nonprofit corporations that have a recreational, research, community, educational, cultural or social welfare purpose

Table 9-2 **Funding Matrix** (Continued)

Name	Funding Agency	Description/Objective	Funding Available	Funding Terms	Who Qualifies
Planning and Technical Assistance					
Caltrans Community-Based Transportation Planning (CBTP) Grant	Caltrans State Highway Account	The Community-Based Transportation Planning (CBTP) grant program funds coordinated transportation and land use planning projects that encourage community involvement and partnership. Projects must support livable/sustainable community concepts with a transportation or mobility objective, and promote community identity and quality of life.	$3 Million budget, $300,000 grant cap	Funding for each project requires a minimum ten percent local match. One-quarter of the local match may include in-kind services. Local match funds cannot be state or federal, or money that has already been earmarked for other programs or projects. Upland could apply for a grant to fund an economic development study or plan for Downtown businesses, so long as the Metrolink (and potential Gold Line Extension Station) are incorporated into the study.	Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), cities, counties, transit agencies, and federally recognized Native American Tribal Governments may apply for this grant program directly as an applicant or as a sub-recipient to a lead applicant.
SCAG Compass Blueprint Demonstration Project	SCAG	SCAG Demonstration project recipients receive a combination of technical assistance, financial assistance, outside consulting services and SCAG staff time. Demonstration Projects include a wide range of planning efforts, including land use planning and design, market feasibility analysis, transportation and parking, sustainability services, visualization and outreach and community engagement. In the case of Upland, the Compass Blueprint consulting services might be used for a detailed market and feasibility analysis of the catalytic projects proposed for the Downtown, a more detailed set of economic development strategies for the Downtown, or a study to determine the optimal location/design of a new shared parking structure for Downtown.		Selection and assistance is based on several evaluation criteria, including: The project's integration of land use and transportation planning and efficiency of infrastructure use; mix of housing densities and types, including affordable housing; the project's inclusion of emerging fields of sustainability such as carbon footprint modeling, climate change mitigation, stormwater management, green building, etc.; cooperation with other local governments and transportation commissions; coordination with project stakeholders through an existing or planned advisory group; development planned within or adjacent to existing developed or underutilized areas, with conservation of open space and agricultural lands; location within a 2% Strategy Growth Opportunity Area.	Cities, counties, subregions and Councils of Governments (COGs) and County Transportation Commissions (CTCs) are eligible to apply. Non-governmental organizations may apply in partnership with a local jurisdiction or public agency.
Financing					
Section 108 Loan Guarantee	HUD	The Section 108 Loan Guarantee program provides loans to local governments to finance economic development, housing rehabilitation, public facilities and large-scale physical development projects, with CDBG monies as the source of repayment. Cities can leverage some of their annual CDBG allocation into a larger loan that can finance the proposed infrastructure improvements.		If loan guarantee commitments have been issued in any fiscal year in an aggregate amount equal to 50 percent of the amount approved in an appropriation act for that fiscal year, HUD may limit the amount of commitments any one public entity may receive during such fiscal year.	Public entities
Infrastructure State Revolving Fund (ISRF) Program	CA Infrastructure and Economic Development Bank	The ISRF Program provides low-cost financing to public agencies for a wide variety of infrastructure projects. Preliminary applications are continuously accepted. Eligible project categories include city streets, county highways, state highways, drainage, water supply and flood control, educational facilities, environmental mitigation measures, parks and recreational facilities, port facilities, public transit, sewage collection and treatment, solid waste collection and disposal, water treatment and distribution, defense conversion, public safety facilities, and power and communications facilities.	Loans range from $250,000 to $10 million; $20 million per jurisdiction per fiscal year	Subsidized interest rate with up to 30 year financing.	Cities, counties, redevelopment agencies, special districts, assessment districts, joint powers authorities and non-profit corporations formed on behalf of a local government.
Public Agency Revenue Bond Program	CA Infrastructure and Economic Development Bank	The Public Agency Revenue Bond Program is a conduit tax-exempt and taxable bond financing to expand unique programs of specific state and local governmental agencies	No limit	Variable rate demand bonds or fixed rate bonds with terms set by bond borrower and market.	State departments and divisions, and local jurisdictions

Three recent examples of downtown PBIDs come from Sacramento, Long Beach, and Ventura. Current PBID assessments are as follows (per square foot for lot and building, per linear foot for frontage).

	Sacramento	Long Beach	Ventura	Ventura
			Core	Non-Core
Lot	$0.14	$0.04	$0.08	$0.05
Building	$0.07	$0.04	$0.08	$0.05
Frontage		$0.08		

As an example, the annual assessment on a 50-by-100 foot retail frontage lot with a 4,000-square foot building (typical in the Historic Core) would be approximately $980 in Sacramento, $360 in Long Beach, $720 in the Downtown Core of Ventura, and $450 in the Non-Core Downtown of Ventura.

If these rates were applied only to the Historic Core, the PBID would generate little more than the amount generated now. But much additional money would be required to make the revised PBID worthwhile. In Ventura, the most analogous town to Upland on the list, the PBID generates more than $400,000 per year. Thus, the PBID would likely have to include a much larger portion of the Specific Plan Area than just the Historic Core. Applying rates from these other cities to nonresidential properties in the entire Specific Plan Area (probably not the most desirable boundary) would generate between $200,000 and $500,000 per year.

Under Proposition 218, the creation of this type of PBID requires approval of property owners based on weighted voting by property values. Although the assessments do not represent extremely high numbers, the process of creating a PBID of this nature can be time-consuming, requiring painstaking efforts to build consensus among property owners. Nevertheless, in the absence of abundant increment flows for structured parking – and given the need to better fund management and cleanup of Downtown Upland – the City should pursue a restructuring of the PBID immediately. Inclusion of City property in the PBID can help, as the City would then be a voting property owner.

J. Final Environmental Impact Report Mitigation Monitoring Program

[To be inserted]

Appendix A:

Updated Buying Power Analysis Memorandum

STRATEGICECONOMICS

MEMORANDUM

Date: 12/23/09
To: Bill Fulton, Design, Community and Environment
From: Shanti Breznau, Strategic Economics
Amanda Gehrke, Strategic Economics
Project: Historic Downtown Upland Specific Plan
Subject: Updated Buying Power Analysis Memorandum

This memorandum updates and expands the preliminary buying power analysis included in the Downtown Specific Plan Existing Conditions Memorandum. The initial analysis estimated current demand for grocery and drug stores within the City of Upland, and determined the extent to which this demand was being "captured" within Upland, or "leaked" outside the City. It also examined the existing supply of grocery and drug stores within the City. This updated analysis includes current demand estimates for additional retail categories (comparison goods and food away from home) and provides future demand forecasts for all retail categories through 2030. This analysis does not assess the capture or leakage of retail spending, nor examine retail supply, in the comparison goods or food away from home categories. Although these analyses were conducted for the grocery and drug store categories in the Existing Conditions Memorandum, they are outside the scope of work for this Buying Power analysis.

The purpose of this memo is to help the City prioritize future retail development and inform land use decisions in the Downtown Specific Plan.

The memo begins with a Methodology section, which provide an overview of the buying power analysis process and the data and assumptions employed. The Findings section presents the results of the analysis, including estimates of current and future consumer demand by retail category. Next, the Grocery and Drug store section contains the additional leakage and supply analyses conducted for the Existing Conditions memorandum. Finally, the Implications and Recommendations section describes the impact current and future demand is likely to have on commercial growth in Downtown Upland, and offers recommendations to tailor the preferred alternative to best respond to future retail demand.

Methodology

A buying power analysis is a quantitative tool that provides insight into the market for new retail development by using local household spending and population growth forecasts to estimate current and future retail demand.

First, annual retail demand generated by Upland households is derived from the consumer expenditure survey[1] (Table 1) and current population figures are collected from the U.S. Census Bureau.[2] Retail demand is then estimated by retail category. This analysis estimates current demand for grocery stores, drug stores, comparison goods, and food away from home. Next, a capture rate is assigned to approximate the share of total expenditures that would likely occur within Upland if a desirable range of consumer choices were present. Capture rates vary significantly by retail category. Finally, in order to translate demand into actual supportable square feet of retail space, annual expenditures are divided by typical annual sales per square foot for each retail category. This same model is used to assess potential retail demand generated by residential growth in the year 2030.[3]

Additional analysis is included in the grocery and drug store section. In this section, retail demand generated by residents is compared to actual retail sales in order to estimate the share of residential retail demand that is being "captured" within the City. The supply of grocery and drug stores that serve Upland residents (within a one-mile trade area of the City) is mapped in Figure A and Figure B to show the retail context for potential new grocery or drug store development.

This section describes the assumptions, retail categories and growth scenarios used in this analysis.

Market Trade Area
This analysis assumes that any new retail development in the Downtown would serve residents throughout the City. Therefore, the market trade area for this analysis is the City of Upland. As noted in the Downtown Specific Plan Existing Conditions memo, it is unlikely that Downtown Upland will evolve as a regional retail destination. As a result, demand generated outside of the City is not included in this analysis.

Retail Categories
Retail categories in this buying power analysis are based on the categories reported in the Consumer Expenditure Survey. The retail categories examined in this analysis are as follows:

Grocery Stores
This category includes food at home, alcoholic beverages, housekeeping supplies and tobacco products and smoking supplies.

Drug Stores
This category includes personal care products and services.

Comparison Goods
This category includes household furnishings and equipment, apparel[4], entertainment and reading.

Food Away from Home
The Food Away from Home category consists of food purchased and eaten in restaurants, hotels and bars.

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[1] Bureau of Labor Statistics, Consumer Expenditure Survey, 2007-2008.

[2] U.S. Census, Bureau, American Community Survey, 2006-2008 3-Year Estimates

[3] Residential growth figures were taken from the Downtown Specific Plan and General Plan preferred alternative as of 12/1/09.

[4] CES apparel and service retail classification includes other apparel products and services.

Sales per Square Foot Estimates

This buying power analysis utilizes industry standard sales estimates to determine future retail demand within the identified categories[5]. A conservative sales rate per square foot was used for each category in an attempt to accurately forecast potential increased spending within the City of Upland. A sales rate of $500 per square foot was used for grocery and food away from home while a sales rate of $300 per square foot was used for drug stores and comparison goods.

Local Spending Capture Rate

A capture rate represents the share of a household's total retail expenditures likely to be spent within a specific geography. In this case, the capture rate is used to illustrate the demand in each retail category that is likely to be "captured" within Upland. The analysis considered a capture rate, or the percent of residents' spending within the City boundaries, of 90 percent for grocery and drug stores. This capture rate assumes that nine out of every ten dollars Upland residents spend on groceries and other personal and household supplies are spent within the City of Upland. This capture rate is relatively high reflecting the number of supermarkets and other grocery stores within the City, the fact that this is a City-wide analysis, and the relatively short commutes for Upland residents. A capture rate of 30 percent was considered for comparison goods to reflect the proximity to regional retail destinations such as Claremont Village and Victoria Gardens. To represent the market share of restaurants within the City of Upland, the analysis considered a capture rate of 60 percent for food away from home.

Buying Power Findings

This analysis considers the additional demand generated by two growth increments: residential growth in the Downtown alone (estimated to be 1,132 new units at build-out6) and residential growth throughout the City (estimated to be 3,808 new units at build-out7). Total new sales generated by residential growth in the City of Upland are estimated to be $37 million, which translates into demand for approximately 88,000 square feet of retail space within the identified categories. Residential growth in the Downtown alone is expected to generate $11 million in new sales, or demand for an additional 26,000 square feet of retail space.

[5] Urban Land Institute/International Council of Shopping Centers, *Dollars and Cents of Shopping Centers/The SCORE 2008*.

[6] This figure is based on the 2030 residential build-out assumptions included in the Downtown Specific Plan as of 12/1/09.

[7] This figure is based on the 2030 residential build-out assumptions for the General Plan preferred alternative as of 12/1/09.

Table 1: Existing and Forecasted Retail Demand in Upland, 2007-2030

	Annual Household Spending	Capture Rate	Annual Household Spending in Upland	Citywide Demand 2007	Additional Demand Generated at Downtown Buildout (2030)	Additional Demand Generated at Citywide Buildout (2030)	Sales/Sq. Ft.	Additional Supportable Sq. Ft. at Downtown Buildout	Additional Supportable Sq. Ft. at City-Wide Buildout
Grocery	$5,614	90%	$5,053	$129,983,188	$5,719,543	$19,240,301	$500	11,439	38,481
Drug Store	$752	90%	$677	$17,411,357	$766,138	$2,577,254	$300	2,554	8,591
Comparison Goods	$6,725	30%	$2,018	$51,902,205	$2,283,810	$7,682,640	$300	7,613	25,609
Food Away From Home	$3,343	60%	$2,006	$51,601,211	$2,270,566	$7,638,086	$500	4,541	15,276
Total	$16,434	n/a	$9,753	$250,897,960	$11,040,056	$37,138,282	n/a	26,147	87,956

Source: Bureau of Labor Statistics, Consumer Expenditure Survey, 2007-2008; State of California, Department of Finance; HdL; Strategic Economics 2009

Grocery Demand and Sales
The analysis estimates that Upland residents spend $130 million on groceries in Upland, which indicates market potential for approximately 40,000 square feet of grocery by 2030. The median square footage for a typical neighborhood serving grocery store is 44,094.8 However, the current trend in grocery stores is moving away from medium format stores to smaller, 15,000 to 30,000 square feet, neighborhood serving stores such as Fresh and Easy, or towards larger format stores, 50,000 to 60,000 square feet, such as Whole Foods and Ralph's. Demand suggests that Upland could potentially support one additional medium grocery store or two smaller format stores by 2030. For full Downtown build-out alone, demand suggests potential for an additional 11,000 square feet of grocery by 2030.

Drugstore Demand and Sales
The analysis of demand for drugstores included personal care products. The analysis estimated that Upland residents currently spend $17.4 million on personal care products within the City. The buying power analysis suggests a drug store demand for the creation of approximately 9,000 square feet of new retail space between 2008 and 2030. The current median square footage of a drug store located in a neighborhood shopping center is 11,550 square feet.9 Future demand could potentially support one additional drug store in the City of Upland. For full Downtown build-out alone, market potential exists for an additional 3,000 square feet by 2030.

Comparison Goods Demand and Sales
The analysis of demand for comparison goods included apparel and services, household furnishings, reading, and entertainment. The analysis estimated that Upland residents spend nearly $52 million on comparison goods in Upland each year. Buying power analysis suggests a comparison good demand for the creation of 26,000 square feet of new retail space between 2008 and 2030. Given the wide range of store sizes in this retail category, an estimate of supportable stores is not available. For full Downtown build-out alone, market potential exists for an additional 8,000 square feet of comparison goods retail by 2030.

Food Away from Home Demand and Sales
The analysis of demand for food away from home included quick service restaurants in addition to local and chain restaurants. The analysis estimated that Upland residents spend $51.6 million on food away from home in Upland. Buying power analysis suggests 15,000 square feet of additional demand for food away from home by 2030. This translates into demand for six new restaurants, assuming a typical restaurant size of 2,500 square feet. For full Downtown build-out alone, demand suggests potential for an additional 5,000 square feet by 2030.

Grocery and Drug Stores
This section contains the Grocery and Drug Store leakage and supply analyses conducted for the Existing Conditions memorandum. Table 2 shows current grocery sales in Upland of $142 million dollars annually. The analysis estimates that Upland residents spend $130 million on groceries in Upland, meaning that Upland supermarkets and grocery stores are capturing nearly $12 million in sales from outside of Upland.

Table 2: Existing Grocery Demand and Supply in Upland, 2007-2008

Current Local Demand	$129,983,188
Total Expenditures in Upland	$141,602,202
Supermarket	$109,253,082
Market/Other Grocery	$32,349,120
Capture of Outside Demand	$11,619,014

[8] Urban Land Institute/International Council of Shopping Centers, *Dollars and Cents of Shopping Centers/The SCORE 2008*

[9] Urban Land Institute/International Council of Shopping Centers, *Dollars and Cents of Shopping Centers/The SCORE 2008*

Source: Bureau of Labor Statistics, Consumer Expenditure Survey, 2007-2008;
State of California, Department of Finance; HdL; Strategic Economics 2009.

Table 3 shows current drug store sales in Upland of $20 million dollars annually. The analysis estimates that Upland residents spend $17 million on personal care products in Upland. Even if Upland residents spend nine out of ten dollars spent on personal care products within Upland, the analysis suggests that local drugstores are capturing $2.5 million in sales from outside Upland.

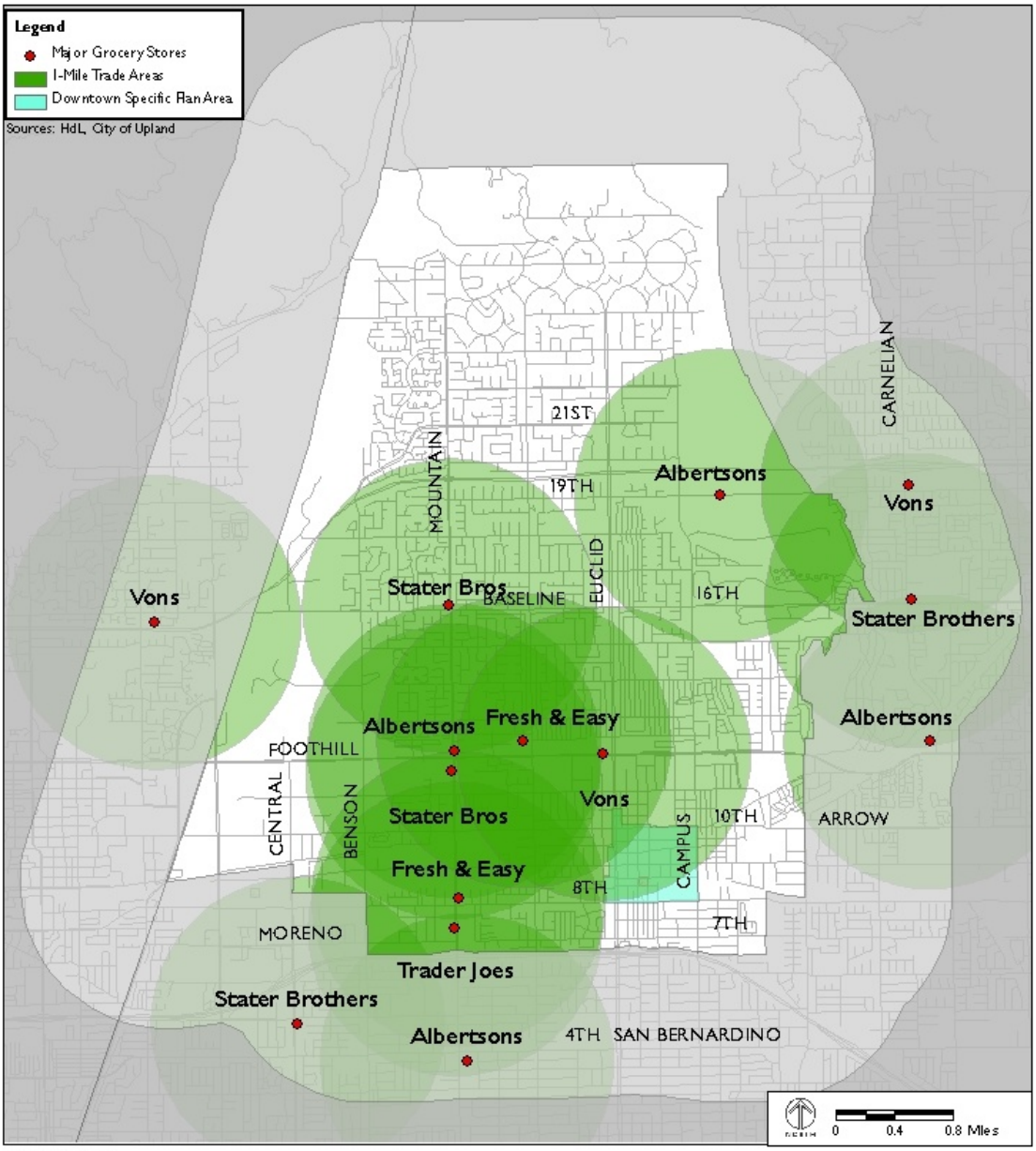
Table 3: Existing Drug Store Demand and Supply in Upland, 2007-2008

Current Local Demand	$17,411,357
Total Expenditures in Upland	$19,919,777
Capture of Outside Demand	$2,508,420

The following maps (Figures A and B) show locations and sales for major supermarkets and select other grocery stores and drugstores in Upland and within a one-mile radius of its boundaries. These maps show that with the exception of stores at the Colonies and along Baseline Road, most of the major grocery and drug stores are concentrated in south Upland, and are thus serving a much larger trade area than their one-mile radius.

CITY OF UPLAND, CA
DOWNTOWN SPECIFIC PLAN

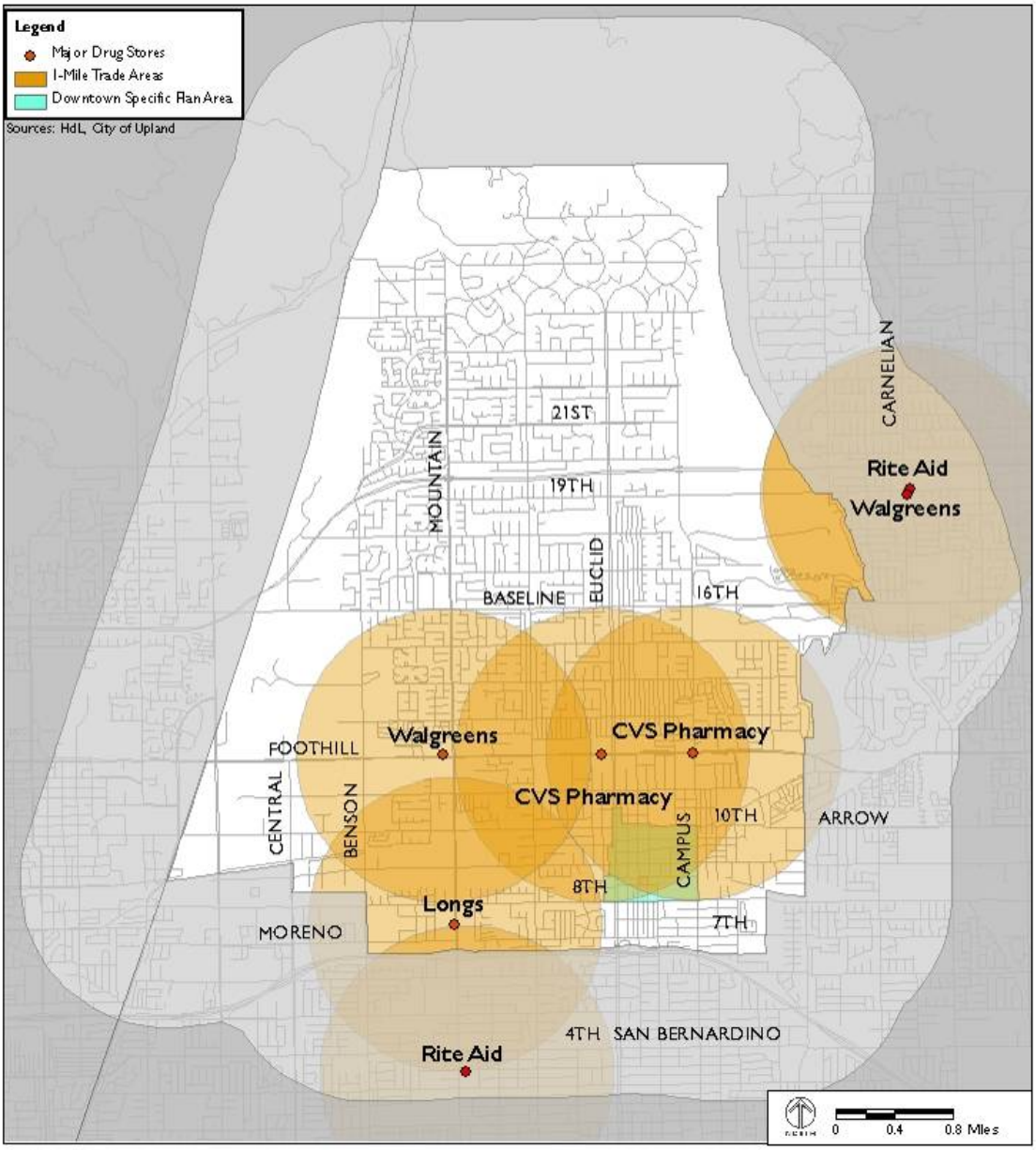
Figure A: One Mile Trade Area, Major Grocery Stores, Upland, CA



Strategic Economics

Figure B: One Mile Trade Area, Major Drug Stores, Upland, CA

CITY OF UPLAND, CA
DOWNTOWN SPECIFIC PLAN



Strategic Economics

Updated Buying Power Analysis Memorandum

Summary and Recommendations

The buying power analysis indicates that residential growth planned for the City of Upland will support 88,000 square feet of additional retail by 2030. Approximately one-third (26,000 square feet) of this demand will be generated by growth within the Downtown alone. Currently, the Downtown Specific Plan allows for a maximum of 120,000 – 170,000 square feet of Commercial/Retail development at build-out. While the results of the buying power analysis suggest that demand from Upland residents is unlikely to support full build-out of the allowed maximum, it should be recognized that additional demand may be generated by customers attracted to Downtown from outside of the City, particularly to the south. Additionally, the allowed range represents the maximum growth allowed under the Downtown Specific Plan should all parcels be redeveloped to their maximum allowed retail development envelope. This is unlikely. It is common and forward-thinking for zoning to allow for more development capacity than suggested by projected demand in order to ensure that there is sufficient retail redevelopment capacity available as retailers and developers look for viable soft sites.

As noted in the Downtown Specific Plan Existing Conditions memo, it is unlikely that Downtown Upland will evolve as a regional retail destination, due to its proximity to the Claremont Village and Victoria Gardens, which already absorb much of the demand for regional-serving retail in the area. Downtown Upland is more likely to serve as a neighborhood-oriented retail destination, a format usually anchored by a grocery or drug store. The City of Upland, however, is already home to a significant number of supermarkets and drugstores, which appear to be capturing sales from within and outside of Upland. Even if Upland residents shop for groceries and household supplies within city limits 90 percent of the time, there is no current unmet local demand for groceries and existing stores have the capacity to absorb 60 percent of additional demand through 2030. This suggests that a grocery or drug store anchor is unlikely to locate in downtown Upland, and a nontraditional anchor, or unanchored retail format should be considered for the location.

If the City of Upland does seek to maximize retail growth, and increase the likelihood of attracting a grocery or drug store to the Downtown, the following strategies should be considered:

Consider allowing larger increments of new residential units in the Downtown and throughout the City. Residential growth translates into demand for retail development. In addition, most retailers and developers consider population and residential density when selecting a new location. Allowing more residential growth and/or increased densities - particularly in the Downtown - will increase the demand for retail space and establish Downtown Upland as a desirable retail location.

Minimize retail growth outside Downtown Upland. The buying power analysis suggests City-wide residential growth through 2030 will support an additional 88,000 square feet of retail development. In order to capture new retail in the Downtown, retail development in other parts of the City should be minimized.

Proactively recruit retailers to Downtown Upland. The Restaurant Attraction program, already in place, has succeeded in attracting a 7,000 square foot restaurant by offering low-cost financing for improvements. A more comprehensive program that includes a wider range of strategies has the potential to attract a broad variety of business types to the downtown, both to existing retail spaces and to new development.

The City could target an approximately 8,000 – 12,000 square foot grocery/deli that would serve new households, office workers and shoppers, and serve as an anchor retailer for the downtown. However, even a small grocery will locate in Downtown only after significant new housing units are built, and new households are in place. Approximately 200 new units are needed in the Downtown, with an additional 200 to 400 units in the pipeline, in order to attract a small grocery or other smaller daily/weekly needs oriented anchor retailer. Supermarkets have located in the southern parts of the city because they orient towards areas with residential growth; to attract a supermarket to Downtown requires local households who will shop regularly at the store.

If the City wishes to attract a small grocery to Downtown, it will need to target properties with sufficient ground floor space, loading potential & the off-street parking that a grocer will require to succeed. The City may also need to provide subsidies for tenant improvements, either for existing properties, or new development.

Appendix B:

B

Properties in Specific Plan Area

DISTRICT	OVERLAY	APN	ADDRESS
Euclid		104625103	520 N. Euclid Ave
Euclid		104625104	534 . Euclid Ave
Euclid		104625105	550 N. Euclid Ave
Euclid		104625106	560 N. Euclid Ave
Euclid		104625107	592 N. Euclid Ave
Euclid		104625115	500 N. Euclid Ave
Euclid		104626113	600 N. Euclid Ave
Euclid		104636101	285 N. Euclid Ave
Euclid		104636103	265 N. Euclid Ave
Euclid		104636104	253 N. Euclid Ave
Euclid		104636106	239 N. Euclid Ave
Euclid		104636107	231 N. Euclid Ave
Euclid		104636108	225 N. Euclid Ave
Euclid		104636111	201 N. Euclid Ave
Euclid		104636112	201 N. Euclid Ave
Euclid		104636125	219 W. Euclid Ave
Euclid		104636126	273 N. Euclid Ave
Euclid		104636127	245 N. Euclid Ave
Euclid		104639101	300 N. Euclid Ave
Euclid		104639102	334 N. Euclid Ave
Euclid		104639103	0 .
Euclid	1st Avenue	104640103	262 N. Euclid
Euclid		104640109	204 N. Euclid Ave
Euclid		104659103	132 N. Euclid Ave
Euclid		104659104	168 N. Euclid Ave
Euclid		104659105	0 .
Euclid		104659106	188 N. Euclid Ave
Euclid		104659115	100 N. Euclid Ave
Euclid		104659409	80 N. Euclid Ave
Euclid		104659410	0 N. Euclid Ave
Euclid		104660101	0 .
Euclid		104660102	196 S. Euclid Ave
Euclid		104660103	0 .
Euclid		104660104	188 S. Euclid Ave
Euclid		104660105	178 S. Euclid Ave
Euclid		104660106	178 S. Euclid Ave
Euclid		104660107	170 S. Euclid Ave
Euclid		104660108	0 . Ontario
Euclid		104660109	140 S. Euclid Ave
Euclid		104660115	0 . Euclid Ave
Euclid		104661123	127 S. Euclid Ave
Euclid		104661315	159 S. Euclid Ave
Euclid		104661316	163 S. Euclid Ave
Euclid		104661317	185 S. Euclid Ave
Euclid		104661318	193 S. Euclid Ave
Euclid		104662107	85 N. Euclid Ave

Euclid	104662126	0 .
Euclid	104662126	0 .
Euclid	104662207	147 N. Euclid Ave
Euclid	104662208	139 S. Euclid Ave
Euclid	104662209	195 N. Euclid Ave
Old Town	104638301	404 N. 2Nd Ave
Old Town	104638302	414 N. 2Nd Ave
Old Town	104638303	430 N. 2Nd Ave
Old Town	104638304	442 N. 2Nd Ave
Old Town	104638305	456 N. 2Nd Ave
Old Town	104638306	468 N. 2Nd Ave
Old Town	104638311	469 N. 3Rd Ave
Old Town	104638312	457 N. 3Rd Ave
Old Town	104638313	443 N. 3Rd Ave
Old Town	104638314	433 N. 3Rd Ave
Old Town	104638315	419 N. 3Rd Ave
Old Town	104638316	407 N. 3Rd Ave
Old Town	104638317	267 E. D St
Old Town	104639108	0 .
Old Town	104639112	390 N. Euclid Ave
Old Town	104639113	0 .
Old Town	104639114	99 E. C St
Old Town	104639201	0 .
Old Town	104639202	0 .
Old Town	104639203	0 .
Old Town	104639204	0 .
Old Town	104639205	370 N. First Ave
Old Town	104639206	388 N. First Ave
Old Town	104639207	172 E. D St
Old Town	104639208	387 N. 2Nd Ave
Old Town	104639209	367 N. 2Nd Ave
Old Town	104639211	337 N. 2Nd Ave
Old Town	104639212	325 N. 2Nd Ave
Old Town	104639213	305 N. 2Nd Ave
Old Town	104639216	0 .
Old Town	104639301	308 N. 2Nd Ave
Old Town	104639302	0 .
Old Town	104639303	376 N. 2Nd Ave
Old Town	104639304	378 N. 2Nd Ave
Old Town	104639305	390 N. 2Nd Ave
Old Town	104639306	258 E. D St
Old Town	104639307	389 N. Third Ave
Old Town	104639308	379 N. 3Rd Ave
Old Town	104639309	0 .
Old Town	104639310	333 N. 3Rd Ave
Old Town	104639311	321 . 3Rd Ave
Old Town	104639312	0 .
Old Town	104640312	0 .

Old Town		104640313	0 .
Old Town		104640314	0 .
Old Town		104640315	0 .
Old Town		104640316	0 .
Old Town		104640317	0 .
Old Town		104640318	0 .
Old Town		104640319	0 .
Old Town		104640320	275 E. 9Th St
Old Town		104640321	273 E. 9Th St
Old Town		104640322	265 E. 9Th St
Old Town		104640323	257 E. 9Th St
Old Town		104641116	355 E. 9Th St
Old Town		104641117	329 E. 9Th St
Old Town		104641131	305 E. 9Th St
Old Town		104659313	258 E. 9Th St
Old Town		104659315	276 E. 9Th St
Old Town		104659318	0 .
Old Town		104659323	149 N. 3Rd Ave
Old Town		104659324	0 .
Old Town		104659325	167 N. Third Ave
Old Town	Historic Core	104640209	291 N. 2Nd Ave
Old Town	Historic Core	104640212	261 N. 2Nd Ave
Old Town	Historic Core	104640213	251 N. 2Nd Ave
Old Town	Historic Core	104640214	247 N. 2Nd Ave
Old Town	Historic Core	104640215	0 N. 2Nd Ave
Old Town	Historic Core	104640216	241 N. 2Nd Ave
Old Town	Historic Core	104640217	237 N. 2Nd Ave
Old Town	Historic Core	104640218	229 . 2Nd Ave
Old Town	Historic Core	104640222	281 N. 2Nd Ave
Old Town	Historic Core	104640223	267 N. 2Nd Ave
Old Town	Historic Core	104640225	205 N. 2Nd Ave
Old Town	Historic Core	104640301	204 N. 2Nd Ave
Old Town	Historic Core	104640303	232 N. 2Nd Ave
Old Town	Historic Core	104640304	238 N. 2Nd Ave
Old Town	Historic Core	104640305	250 N. 2Nd Ave
Old Town	Historic Core	104640306	0 N. 2Nd Ave
Old Town	Historic Core	104640307	260 N. 2Nd Ave
Old Town	Historic Core	104640308	270 N. 2Nd Ave
Old Town	Historic Core	104640309	276 N. 2Nd Ave
Old Town	Historic Core	104640310	280 N. 2Nd Ave
Old Town	Historic Core	104640311	296 N. 2Nd Ave
Old Town	Historic Core	104640324	216 N. 2Nd Ave
Old Town	Historic Core	104640325	0 .
Old Town	Historic Core	104659213	181 N. 2Nd Ave
Old Town	Historic Core	104659214	175 N. 2Nd Ave
Old Town	Historic Core	104659215	167 N. 2Nd Ave
Old Town	Historic Core	104659216	161 N. 2Nd Ave
Old Town	Historic Core	104659217	155 N. 2Nd Ave

Old Town	Historic Core	104659218	151 N. 2Nd Ave
Old Town	Historic Core	104659219	137 N. 2Nd Ave
Old Town	Historic Core	104659222	113 N. 2Nd Ave
Old Town	Historic Core	104659223	101 N. 2Nd Ave
Old Town	Historic Core	104659224	0 .
Old Town	Historic Core	104659225	199 N. 2Nd Ave
Old Town	Historic Core	104659226	119 N. 2Nd Ave
Old Town	Historic Core	104659301	217 E. A St
Old Town	Historic Core	104659302	120 N. 2Nd Ave
Old Town	Historic Core	104659303	134 N. 2Nd Ave
Old Town	Historic Core	104659304	152 N. 2Nd Ave
Old Town	Historic Core	104659305	164 N. 2Nd Ave
Old Town	Historic Core	104659306	170 N. 2Nd Ave
Old Town	Historic Core	104659309	180 N. 2Nd Ave
Old Town	Historic Core	104659310	188 N. 2Nd Ave
Old Town	Historic Core	104659311	222 E. 9Th St
Old Town	Historic Core	104659312	240 E. 9Th St
Old Town	Historic Core	104659321	176 N. Second Ave
Old Town	1st Avenue	104640104	243 N. 1St Ave
Old Town	1st Avenue	104640105	231 N. First Ave
Old Town	1st Avenue	104640106	223 N. 1St Ave
Old Town	1st Avenue	104640107	201 N. 1St Ave
Old Town	1st Avenue	104640108	59 E. 9Th St
Old Town	1st Avenue	104640202	0 .
Old Town	1st Avenue	104640203	0 .
Old Town	1st Avenue	104640204	0 .
Old Town	1st Avenue	104640205	0 .
Old Town	1st Avenue	104640206	0 .
Old Town	1st Avenue	104640207	0 .
Old Town	1st Avenue	104640208	0 .
Old Town	1st Avenue	104640224	123 E. 9Th St
Old Town	1st Avenue	104659107	60 E. 9Th St
Old Town	1st Avenue	104659108	165 N. 1St Ave
Old Town	1st Avenue	104659109	151 N. 1St Ave
Old Town	1st Avenue	104659110	139 N. 1St Ave
Old Town	1st Avenue	104659111	0 . 1St Ave
Old Town	1st Avenue	104659112	113 N. 1St Ave
Old Town	1st Avenue	104659113	105 N. 1St Ave
Old Town	1st Avenue	104659201	143 E. A St
Old Town	1st Avenue	104659202	129 E. A St
Old Town	1st Avenue	104659203	105 E. A St
Old Town	1st Avenue	104659204	0 .
Old Town	1st Avenue	104659205	0 .
Old Town	1st Avenue	104659206	0 .
Old Town	1st Avenue	104659207	110 E. 9Th St
Old Town	1st Avenue	104659208	120 E. 9Th St
Old Town	1st Avenue	104659209	130 E. 9Th St
Old Town	1st Avenue	104659210	136140 E. 9Th St

Arrow	104625113	0 . 1St Ave
Arrow	104625114	61 E. Arrow Hwy
Arrow	104625201	508 N. First Ave
Arrow	104625202	520 . 1St Ave
Arrow	104625214	177 E. Arrow Hwy
Arrow	104625301	231 E. Arrow Hwy
Arrow	104625302	520 N. 2Nd Ave
Arrow	104625315	523 . 3Rd Ave
Arrow	104638307	234 E. Arrow
Arrow	104638308	234 . Arrow Hwy
Arrow	104638309	0 .
Arrow	104638310	0 .
Arrow	104642125	470 N. 3Rd Ave
Arrow	104642126	300 E. Arrow Hwy
Civic Center	104638109	177 E. D St
Civic Center	104638110	460 N. Euclid Ave
Pleasant View	104641101	535 E. 9Th St
Pleasant View	104641102	511 E. 9Th St
Pleasant View	104641103	505 E. 9Th St
Pleasant View	104641108	491 E. 9Th St
Pleasant View	104641109	475 E. 9Th St
Pleasant View	104641110	463 E. 9Th St
Pleasant View	104641111	449 E. 9Th St
Pleasant View	104641112	439 E. 9Th St
Pleasant View	104641113	421 E. 9Th St
Pleasant View	104641114	407 E. 9Th St
Pleasant View	104641115	391 E. 9Th St
Pleasant View	104642127	338 E. Arrow Hwy
Pleasant View	104642128	358 E. Arrow Hwy
Pleasant View	104642129	382 E. Arrow
Pleasant View	104642130	392 E. Arrow Hwy
Pleasant View	104642133	418 E. Arrow
Pleasant View	104642134	430 E. Arrow Hwy
Pleasant View	104642135	0 E. Arrow Hwy
Pleasant View	104642136	442 E. Arrow Hwy
Pleasant View	104642137	462 E. Arrow Hwy
Pleasant View	104642138	472 E. Arrow
Pleasant View	104642139	484 . Arrow Hwy
Pleasant View	104642140	494 E. Arrow
Pleasant View	104642141	510 E. 10Th St
Pleasant View	104642142	524 E. Arrow
Pleasant View	104642143	0 .
Pleasant View	104642144	552 E. Arrow Hwy
Pleasant View	104642145	562 E. Arrow
Pleasant View	104642146	572 E. Arrow
Pleasant View	104642147	584 E. Arrow Hwy
Pleasant View	104642148	590 E. Arrow Hwy
Pleasant View	104642149	461 N. 6Th Ave

Pleasant View	104642151	0 .
Pleasant View	104642152	433 N. 6Th Ave
Pleasant View	104642153	423 N. 6Th Ave
Pleasant View	104642155	407 N. 6Th Ave
Pleasant View	104642156	397 N. 6Th Ave
Pleasant View	104642157	365 N. 6Th Ave
Pleasant View	104642160	447 N. 6Th Ave
Pleasant View	104642161	0 .
Pleasant View	104642162	0 .
Pleasant View	104642163	406 E. Arrow Hwy
Pleasant View	104642164	410 E. Arrow Hwy
Pleasant View	104642165	414 E. Arrow Hwy
Pleasant View	104643103	394 N. 6Th Ave
Pleasant View	104643104	406 N. 6Th Ave
Pleasant View	104643105	418 N. 6Th Ave
Pleasant View	104643106	428 N. 6Th Ave
Pleasant View	104643107	436 N. 6Th Ave
Pleasant View	104643108	446 N. 6Th Ave
Pleasant View	104643110	460 N. 6Th Ave
Pleasant View	104643111	604 E. Arrow
Pleasant View	104643112	620 E. Arrow
Pleasant View	104643114	660 E. Arrow
Pleasant View	104643115	672 E. Arrow
Pleasant View	104643116	690 E. Arrow
Pleasant View	104643117	457 N. Campus Ave
Pleasant View	104643118	441 N. Campus Ave
Pleasant View	104643119	423 N. Campus Ave
Pleasant View	104643120	403 N. Campus Ave
Pleasant View	104643121	393 N. Campus Ave
Pleasant View	104643122	0 N. Campus Ave
Pleasant View	104643123	0 .
Pleasant View	104643125	382 N. 6Th Ave
Pleasant View	104643130	636 E. Arrow
Pleasant View	104643131	0 . Washington Blvd
Pleasant View	104643201	329 N. Campus Ave
Pleasant View	104643202	317 N. Campus Ave
Pleasant View	104643203	307 N. Campus Ave
Pleasant View	104643204	299 N. Campus Ave
Pleasant View	104643205	281 N. Campus Ave
Pleasant View	104643206	269 N. Campus Ave
Pleasant View	104643207	253 N. Campus Ave
Pleasant View	104643208	239 N. Campus Ave
Pleasant View	104643209	691 E. 9Th St
Pleasant View	104643210	671 E. 9Th St
Pleasant View	104643211	653 E. 9Th St
Pleasant View	104643212	635 E. 9Th St
Pleasant View	104643213	611 E. 9Th St
Pleasant View	104643214	246 N. 6Th Ave

Pleasant View	104643215	268 N. 6Th Ave
Pleasant View	104643216	282 N. 6Th Ave
Pleasant View	104643217	298 N. 6Th Ave
Pleasant View	104643218	308 N. 6Th Ave
Pleasant View	104643219	318 N. 6Th Ave
Pleasant View	104643220	328 N. 6Th A-C Ave
Pleasant View	104643221	338 N. 6Th Ave
Pleasant View	104643313	247 N. 6Th Ave
Pleasant View	104643314	591 E. 9Th St
Pleasant View	104643315	581 E. 9Th St
Pleasant View	104643316	571 E. 9Th St
Pleasant View	104643317	551 E. 9Th St
Pleasant View	104643318	549 E. 9Th St
Pleasant View	104656206	618 E. 9Th St
Pleasant View	104656207	636 E. 9Th St
Pleasant View	104656208	656 E. 9Th St
Pleasant View	104656209	674 E. 9Th St
Pleasant View	104656210	696 E. 9Th St
Pleasant View	104656211	163 N. Campus Ave
Pleasant View	104656214	604 E. 9Th St
Pleasant View	104658102	0 .
Pleasant View	104658103	0 .
Pleasant View	104658104	356 E. 9Th St
Pleasant View	104658105	374 E. 9Th St
Pleasant View	104658106	390 E. 9Th St
Pleasant View	104658107	167 N. 4Th Ave
Pleasant View	104658202	404 E. 9Th St
Pleasant View	104658203	424 E. 9Th St
Pleasant View	104658204	442 E. 9Th St
Pleasant View	104658205	454 E. 9Th St
Pleasant View	104658206	476 E. 9Th St
Pleasant View	104658207	530 E. 9Th St
Pleasant View	104658208	542 E. 9Th St
Pleasant View	104658209	558 E. 9Th St
Pleasant View	104658210	580 E. 9Th St
Pleasant View	104658211	594 E. 9Th St
MF Family/Senior	104641100	0 .
MF Family/Senior	104641122	296 N. Fifth Ave
MF Family/Senior	104641128	532 E. Washington Blvd
MF Family/Senior	104641147	250 N. 3Rd Ave
MF Family/Senior	104641148	0 . 3Rd Ave
MF Family/Senior	104641149	260 N. 3Rd Ave
MF Family/Senior	104641150	0 N. 3Rd Ave
MF Family/Senior	104641151	0 N. 3Rd Ave
MF Family/Senior	104641152	0 N. 3Rd Ave
MF Family/Senior	104641153	0 N. 3Rd Ave
MF Family/Senior	104642101	368 N. 3Rd Ave
MF Family/Senior	104642102	330 E. D St

MF Family/Senior	104642121	416 N. 3Rd Ave
MF Family/Senior	104642122	428 N. 3Rd Ave
MF Family/Senior	104642123	448 N. 3Rd Ave
MF Family/Senior	104642124	460 N. 3Rd Ave
MF Family/Senior	104642200	0 .
MF Family/Senior	104642201	370 E. D St
MF Family/Senior	104642202	372 E. D St
MF Family/Senior	104642203	374 E. D St
MF Family/Senior	104642204	376 E. D St
MF Family/Senior	104642205	390 E. D St
MF Family/Senior	104642206	392 E. D St
MF Family/Senior	104642207	394 E. D St
MF Family/Senior	104642208	396 E. D St
MF Family/Senior	104642209	410 E. D St
MF Family/Senior	104642210	412 E. D St
MF Family/Senior	104642211	414 E. D St
MF Family/Senior	104642212	416 E. D St
MF Family/Senior	104642213	430 E. D St
MF Family/Senior	104642214	432 E. D St
MF Family/Senior	104642215	434 E. D St
MF Family/Senior	104642216	436 E. D St
MF Family/Senior	104642217	450 E. D St
MF Family/Senior	104642218	452 E. D St
MF Family/Senior	104642219	454 E. D St
MF Family/Senior	104642220	456 E. D St
MF Family/Senior	104642221	470 E. D St
MF Family/Senior	104642222	472 E. D St
MF Family/Senior	104642223	474 E. D St
MF Family/Senior	104642224	476 E. D St
MF Family/Senior	104642225	490 E. D St
MF Family/Senior	104642226	492 E. D St
MF Family/Senior	104642227	494 E. D St
MF Family/Senior	104642228	496 E. D St
MF Family/Senior	104642229	510 E. D St
MF Family/Senior	104642230	512 E. D St
MF Family/Senior	104642231	514 E. D St
MF Family/Senior	104642232	516 E. D St
MF Family/Senior	104642233	534 E. D St
MF Family/Senior	104642234	536 E. D St
MF Family/Senior	104642235	538 E. D St
MF Family/Senior	104642236	540 E. D St
MF Family/Senior	104642237	550 E. D St
MF Family/Senior	104642238	552 E. D St
MF Family/Senior	104642239	554 E. D St
MF Family/Senior	104642240	556 E. D St
MF Family/Senior	104642241	551 E. D St
MF Family/Senior	104642242	553 E. D St
MF Family/Senior	104642243	555 E. D St

MF Family/Senior	104642244	557 E. D St
MF Family/Senior	104642245	559 E. D St
MF Family/Senior	104642246	531 E. D St
MF Family/Senior	104642247	533 E. D St
MF Family/Senior	104642248	535 E. D St
MF Family/Senior	104642249	537 E. D St
MF Family/Senior	104642250	539 E. D St
MF Family/Senior	104642251	509 E. D St
MF Family/Senior	104642252	511 E. D St
MF Family/Senior	104642253	513 E. D St
MF Family/Senior	104642254	515 E. D St
MF Family/Senior	104642255	517 E. D St
MF Family/Senior	104642256	519 E. D St
MF Family/Senior	104642257	521 E. D St
MF Family/Senior	104642258	481 E. D St
MF Family/Senior	104642259	483 E. D St
MF Family/Senior	104642260	485 E. D St
MF Family/Senior	104642261	487 E. D St
MF Family/Senior	104642262	489 E. D St
MF Family/Senior	104642263	471 E. D St
MF Family/Senior	104642264	473 E. D St
MF Family/Senior	104642265	475 E. D St
MF Family/Senior	104642266	477 E. D St
MF Family/Senior	104642267	479 E. D St
MF Family/Senior	104642268	415 E. D St
MF Family/Senior	104642269	417 E. D St
MF Family/Senior	104642270	419 E. D St
MF Family/Senior	104642271	421 E. D St
MF Family/Senior	104642272	391 E. D St
MF Family/Senior	104642273	393 E. D St
MF Family/Senior	104642274	395 E. D St
MF Family/Senior	104642275	397 E. D St
MF Family/Senior	104642276	369 E. D St
MF Family/Senior	104642277	371 E. D St
MF Family/Senior	104642278	373 E. D St
MF Family/Senior	104643302	315 N. 6Th Ave
MF Family/Senior	104643304	573 E. C St
MF Family/Senior	104643307	540 E. C St
MF Family/Senior	104643308	548 E. C St
MF Family/Senior	104643309	566 E. C St
MF Family/Senior	104643310	568 E. C St
MF Family/Senior	104643311	291 N. 6Th Ave
MF Family/Senior	104643312	263 N. 6Th Ave
MF Family/Senior	104643321	557 E. C St
MF Family/Senior	104643322	541 E. C St
MF Family/Senior	104643323	0 . Washington Blvd
Citrus Transportation	104658101	110 N. 3Rd Ave
Citrus Transportation	104658108	0 .

Citrus Transportation	104658201	102 E. A St
Citrus Transportation	104658212	0 .
Citrus Transportation	104658213	0 .
Citrus Transportation	104658214	0 .
Citrus Transportation	104658215	0 .
Citrus Transportation	104658216	0 .
Citrus Transportation	104658217	0 .
Citrus Transportation	104658218	0 . 5Th Ave
Citrus Transportation	104658219	0 . A St
Citrus Transportation	104658220	0 . A St
Citrus Transportation	104658301	0 .
Citrus Transportation	104658302	0 . A St
Citrus Transportation	104658303	0 .
Citrus Transportation	104658307	0 .
Citrus Transportation	104658307	0 .
Citrus Transportation	104659407	210 E. A St
Citrus Transportation	104659408	0 .
Citrus Transportation	104659408	0 .
Citrus Transportation	104659411	0 .
Citrus Transportation	104659412	0 .
Citrus Transportation	104660111	173 S. 1St Ave
Citrus Transportation	104660112	179 S. 1St Ave
Citrus Transportation	104660113	185 S. 1St Ave
Citrus Transportation	104660114	0 .
Citrus Transportation	104660116	0 .
Citrus Transportation	104660201	111 E. 8Th St
Citrus Transportation	104660202	192 S. 1St Ave
Citrus Transportation	104660203	184 S. First Ave
Citrus Transportation	104660204	176 S. 1St Ave
Citrus Transportation	104660205	172 S. 1St Ave
Citrus Transportation	104660206	0 .
Citrus Transportation	104660207	166 S. First Ave
Citrus Transportation	104660208	140 S. 1St Ave
Citrus Transportation	104660209	0 . Park St
Citrus Transportation	104660210	0 .
Citrus Transportation	104660211	140 E. 2Nd St
Citrus Transportation	104660212	163 S. 2Nd Ave
Citrus Transportation	104660213	171 S. 2Nd Ave
Citrus Transportation	104660214	175 S. 2Nd Ave
Citrus Transportation	104660215	185 S. 2Nd Ave
Citrus Transportation	104660216	181 E. 8Th St
Citrus Transportation	104660301	209 E. 8Th St
Citrus Transportation	104660302	188 S. 2Nd Ave
Citrus Transportation	104660303	180 S. 2Nd Ave
Citrus Transportation	104660304	176 S. 2Nd Ave
Citrus Transportation	104660307	0 . Third Ave
Citrus Transportation	104660308	283 E. 8Th St
Citrus Transportation	104660309	251 E. 8Th St

Citrus Transportation	104660310	183 S. 3Rd Ave
Citrus Transportation	104660311	167 S. Third Ave
Citrus Transportation	104660312	138 S. 2Nd Ave
Citrus Transportation	104660501	0 .
Citrus Transportation	104660502	0 .
Citrus Transportation	104660503	0 .
Residential Transit	104656101	618 E. A St
Residential Transit	104656102	51 N. Campus Ave
Residential Transit	104656201	100 N. 6Th Ave
Residential Transit	104656202	0 .
Residential Transit	104656203	0 .
Residential Transit	104656204	142 N. Sixth Ave
Residential Transit	104656212	153 N. Campus Ave
Residential Transit	104656213	125 N. Campus Ave
Residential Transit	104657101	107 S. Campus Ave
Residential Transit	104657115	135 N. Campus Ave
Residential Transit	104657116	0 N. Campus Ave
Residential Transit	104657117	0 . Sultana Ave
Residential Transit	104657118	0 E. Eighth St
Residential Transit	104657119	0 E. Eighth St
Residential Transit	104658307	0 .
Residential Transit	104660401	196 E. 3Rd Ave
Residential Transit	104660402	190 S. 3Rd Ave
Residential Transit	104660403	184 S. 3Rd Ave
Residential Transit	104660404	176 S. 3Rd Ave
Residential Transit	104660405	170 S. 3Rd Ave
Residential Transit	104660406	164 S. 3Rd Ave
Residential Transit	104660407	140 S. Third Ave
Residential Transit	104660408	167 S. Sultana Ave
Residential Transit	104660409	197 S. Sultana Ave
Olivedale	104657103	155 S. Campus Ave
Olivedale	104657104	175 S. Campus Ave
Olivedale	104657105	197 S. Campus Ave
Olivedale	104657106	669 E. 8Th St
Olivedale	104657107	659 E. 8Th St
Olivedale	104657108	649 E. 8Th St
Olivedale	104657109	635 E. 8Th St
Olivedale	104657110	623 E. 8Th St
Olivedale	104657111	613 E. 8Th St
Olivedale	104657112	605 E. 8Th St
Olivedale	104657113	599 E. 8Th St

Appendix C:

Historic Properties (6/01/11)

HISTORIC PROPERTIES

ADDRESS	ARCHITECTURAL STYLE	TYPE OF USE	HISTORIC NAME	YR BUILT
217 East A St.	Art Deco/Spanish Colonial Revival	Commercial	Cooper Regional History Museum	1938
210 East A St.	Spanish Colonial Revival	Railroad Station		
690 East Arrow Hwy.	Craftsman	Residence		
584 East Arrow Hwy.	Farmhouse/Greek Revival influence	Residence		
572 East Arrow Hwy.	Craftsman	Residence		
562 East Arrow Hwy.	Turn of the Century	Residence		
524 East Arrow Hwy.	Turn of the Century	Residence	P.J. Schmidt House	
510 East Arrow Hwy.	Turn of the Century	Residence		
494 East Arrow Hwy.	Turn of the Century	Residence		
472 East Arrow Hwy.	Craftsman	Residence		
462 East Arrow Hwy.	Craftsman	Residence		
141 East Arrow Hwy.	American Colonial Revival	Residence		
430 East Arrow Hwy.	Craftsman	Residence		
418 East Arrow Hwy.	Turn of the Century	Residence		
406 East Arrow Hwy.	Craftsman	Residence		
392 East Arrow Hwy.	Craftsman	Residence		
382 East Arrow Hwy.	Turn of the Century	Residence		
358 East Arrow Hwy.	Turn of the Century	Residence		
338 East Arrow Hwy.	Turn of the Century	Residence		
535 East Ninth St.	Early Craftsman	Residence		
511 East Ninth St.	Craftsman	Residence	Charles Rudy House	
505 East Ninth St.	Craftsman	Residence		
491 East Ninth St.	Craftsman	Residence		
475 East Ninth St.	Craftsman	Residence		
463 East Ninth St.	Craftsman	Residence		
449 East Ninth St.	Turn of the Century	Residence		
439 East Ninth St.	Craftsman	Residence		
421 East Ninth St.	Turn of the Century	Residence		

ADDRESS	ARCHITECTURAL STYLE	TYPE OF USE	HISTORIC NAME	YR BUILT
407 East Ninth St.	Craftsman	Residence		
391 East Ninth St.	Early Craftsman	Residence		
329 East Ninth St.	Turn of the Century/Craftsman	Residence	B.A. Woodford House	1901
611 East Ninth St.	American Foursquare	Residence		
653 East Ninth St.	Turn of the Century	Residence		
635 East Ninth St.	Craftsman	Residence		
549 East Ninth St.	Brick Vernacular	Boarding House		
591 -93 East Ninth St.	American Colonial Revival	Duplex		
691 East Ninth St.	Turn of the Century	Residence		
671 East Ninth St.	Turn of the Century	Residence		
295 East Ninth St.	Mission Revival	Church	First Church of the Nazarene	1910
59 East Ninth St.	Late Queen Anne Revival Influence	Residence		
696 East Ninth St.	Turn of the Century	Residence		
674 East Ninth St.	Craftsman	Residence		
656 East Ninth St.	Turn of the Century	Residence		
636 East Ninth St.	Eastlake Influence/Turn of the Century	Residence	Nicholson/Mehl House	
618 East Ninth St.	Bungalow	Residence		
604 East Ninth St.	Turn of the Century	Residence		
594 East Ninth St.	Turn of the Century	Residence		
580 East Ninth St.	Turn of the Century	Residence		
558 East Ninth St.	Craftsman	Residence		
476 East Ninth St.	Turn of the Century	Residence		
454 East Ninth St.	Shotgun	Residence		
424 East Ninth St.	Turn of the Century	Residence		
404 East Ninth St.	Craftsman	Residence		
390 East Ninth St.	Turn of the Century	Residence		
356 East Ninth St.	American Foursquare	Residence		
276 East Ninth St.	unknown	Theater	Grove Theater	

ADDRESS	ARCHITECTURAL STYLE	TYPE OF USE	HISTORIC NAME	YR BUILT
222 East Ninth St.	Spanish Colonial Revival	Commercial		1938
269 North Campus Ave.	Craftsman	Residence		
307 North Campus Ave.	Craftsman	Residence		
253 North Campus Ave.	Turn of the Century	Residence		
299 North Campus Ave.	Turn of the Century	Residence		
281 North Campus Ave.	American Colonial Revival	Residence		
239 North Campus Ave.	Craftsman	Residence		
163 North Campus Ave.	Craftsman	Residence		
457 North Campus Ave.	Craftsman	Residence		
423 North Campus Ave.	Craftsman	Residence		
403 North Campus Ave.	American Foursquare	Residence		
390 North Campus Ave.	Mission Revival/Spanish Colonial Revival	Residence		
329 North Campus Ave.	Craftsman	Residence		
317 North Campus Ave.	Craftsman	Residence		
265 North Euclid Ave.	Late Queen Anne Revival/Early Craftsman	Residence	P.E. Walline House	
231 North Euclid Ave.	American Colonial Revival	Residence		1914
253 North Euclid Ave.	American Colonial Revival	Residence		
225 North Euclid Ave.	Craftsman	Residence		
219 North Euclid Ave.	Craftsman	Residence	L.C. Harvey House	
132 North Euclid Ave.	Utilitarian	Commercial	Waterman Garage	1905
139 North Euclid Ave.	Spanish Colonial Revival	Offices	San Antonio Water Company	
592 North Euclid Ave.	English Revival	Residence		1926
550 North Euclid Ave.	Early Craftsman	Residence		
534 North Euclid Ave.	Spanish Colonial Revival	Residence		
520 North Euclid Ave.	Turn of the Century	Residence		
231 North First Ave.	Queen Anne Revival	Residence		
201 North First Ave.	Classical Revival	Offices	J.B. Draper & Co. Funeral Direct	
165 North First Ave.	Turn of the Century	Residence		

ADDRESS	ARCHITECTURAL STYLE	TYPE OF USE	HISTORIC NAME	YR BUILT
151 North First Ave.	Turn of the Century	Residence		
139 North First Ave.	Turn of the Century	Residence		
520 A North First Ave.	Turn of the Century	Residence		
241 North Second Ave.	Commercial Building	Commercial		1910
238 -42 North Second Ave.	Commercial Vernacular Building	Commercial		1905
296 North Second Ave.	Commercial Building	Commercial		1910
289 North Second Ave.	Commercial Vernacular Building	Commercial		
282 North Second Ave.	Commercial Vernacular Building	Commercial		1929
275 -81 North Second Ave.	Commercial Vernacular Building	Commercial		1944
270 North Second Ave.	Commercial Building	Commercial		1927
267 North Second Ave.	Commercial Vernacular Building	Commercial		
260 North Second Ave.	Commercial Building	Commercial		1915
261 North Second Ave.	Commercial Building	Commercial		
251 North Second Ave.	Commercial Vernacular Building	Commercial		1914
247 North Second Ave.	Commercial Vernacular Building	Commercial		1910
237 North Second Ave.	Commercial Building	Commercial		1929
229 -33 North Second Ave.	Commercial Vernacular Building	Commercial	International Order of Oddfellow	
228 -32 North Second Ave.	Commercial Vernacular Building	Commercial		1900
220 North Second Ave.	Commercial Building	Commercial		
200 North Second Ave.	Commercial Building	Commercial		
188 North Second Ave.	Commercial Building	Commercial		1916
195 North Second Ave.	Commercial Building	Commercial		
182 North Second Ave.	Commercial Building	Commercial		
181 North Second Ave.	Commercial Vernacular Building	Commercial		1915
176 North Second Ave.	Commercial Building	Commercial		1926
175 North Second Ave.	Commercial Building	Commercial		
164 North Second Ave.	Commercial Building	Commercial		
161 North Second Ave.	Commercial Building	Commercial		1925

ADDRESS	ARCHITECTURAL STYLE	TYPE OF USE	HISTORIC NAME	YR BUILT
152 North Second Ave.	Commercial Vernacular Building	Commercial		
155 North Second Ave.	Commercial Building	Commercial		1925
151 North Second Ave.	Commercial Vernacular Building	Commercial		
134 North Second Ave.	Commercial Vernacular Building	Commercial		1928
135 -39 North Second Ave.	Commercial Vernacular Building	Commercial		1910
116 -26 North Second Ave.	Commercial Vernacular Building	Commercial		
113 North Second Ave.	Commercial Building	Commercial		1949
101 North Second Ave.	Commercial Building	Commercial		1908
520 North Second Ave.	Turn of the Century	Residence		1904
291 North Sixth Ave.	unknown			
315 North Sixth Ave.	Turn of the Century	Residence		
318 North Sixth Ave.	Turn of the Century	Residence		
263 North Sixth Ave.	American Colonial Revival	Residential Court		
308 North Sixth Ave.	Turn of the Century	Residence		
298 North Sixth Ave.	Turn of the Century	Residence		
246 -48 North Sixth Ave.	American Colonial Revival	Residential Duple		
247 -49 North Sixth Ave.	American Colonial Revival	Residential Duple		
468 North Sixth Ave.	Craftsman	Residence		
461 North Sixth Ave.	Craftsman	Residence		
460 North Sixth Ave.	Craftsman	Residence		
446 North Sixth Ave.	Craftsman	Residence		
447 North Sixth Ave.	English Revival	Residence		
433 North Sixth Ave.	Craftsman	Residence		
407 North Sixth Ave.	Turn of the Century	Residence		
406 North Sixth Ave.	Early Craftsman	Residence		
394 North Sixth Ave.	Craftsman	Residence		1964
373 North Sixth Ave.	American Foursquare	Residence		
338 North Sixth Ave.	Craftsman Influence	Residence		

ADDRESS	ARCHITECTURAL STYLE	TYPE OF USE	HISTORIC NAME	YR BUILT
110 North Third Ave.	Spanish Colonial Revival	Industrial	Upland Citrus Association	
470 North Third Ave.	Board-and-batten/Shotgun	Residence		2005
469 North Third Ave.	Craftsman	Residence		
460 North Third Ave.	Craftsman	Residence		
457 North Third Ave.	Late Queen Anne Revival	Residence		1930
448 North Third Ave.	Turn of the Century	Residence		
443 North Third Ave.	Craftsman	Residence		
433 North Third Ave.	Craftsman	Residence		1924
428 North Third Ave.	Turn of the Century	Residence		
419 North Third Ave.	Turn of the Century	Residence		1952
416 North Third Ave.	Craftsman	Residence		
127 South Euclid Ave.	Monterey Revival	Industrial		
140 South Euclid Ave.	Mission Revival	Power Station		
100 Sultana Ave.	Demolished	Industrial Building	Upland Lemon Growers Association	

Historic
DOWNTOWN
UPLAND
specific plan