



# **REGULAR MEETING OF THE UPLAND PLANNING COMMISSION AGENDA**

**January 22, 2020 at 6:30 PM  
Council Chambers**

**ROBIN ASPINALL, CHAIR  
GARY SCHWARY, VICE CHAIR  
CAROLYN ANDERSON, COMMISSIONER  
LINDEN BROUSE, COMMISSIONER  
ALEXANDER NOVIKOV, COMMISSIONER  
YVETTE WALKER, COMMISSIONER  
VACANT, COMMISSIONER**

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## **CALL TO ORDER OF THE PLANNING COMMISSION REGULAR MEETING**

### **PLEDGE OF ALLEGIANCE**

**ROLL CALL OF THE PLANNING COMMISSION** Chair Aspinall, Vice Chair Schwary, Commissioners Anderson, Brouse, Novikov and Walker

**APPROVAL OF MINUTES** December 11, 2019

**COUNCIL ACTIONS** Robert D. Dalquest, Development Services Director  
January 13, 2020

**FUTURE AGENDA ITEMS** Mike Poland, Contract Planning Manager

### **ORAL COMMUNICATIONS**

This is the time for any citizen to comment on any items that are not listed on the agenda under "Public Hearings" but within the Planning Commission's purview. Anyone wishing to address the Planning Commission should submit a speaker card to the Planning Secretary prior to speaking. The speakers are requested to keep their comments to five (5) minutes. The use of visual aids will be included in the time limit. Under the provisions of the Brown Act, the Planning Commission is prohibited from taking action on items not listed on the agenda.

**PRESENTATION REGARDING AFFORDABLE HOUSING**

Robert Dalquest, Development Services Director and Liz Chavez, Development Services Manager.

**PUBLIC HEARINGS**

**1. PUBLIC HEARING FOR SPECIFIC PLAN REVIEW NO. 18-02, GENERAL PLAN AMENDMENT NO. 18-04, ZONE CHANGE NO. 18-04, TENTATIVE TRACT NO. 20245 (TT-18-03), SITE PLAN NO. 18-10, DESIGN REVIEW NO. 18-14, AND ENVIRONMENTAL ASSESSMENT REVIEW NO. 0070. (Continued from December 11, 2019).**

A proposed Specific Plan Review and related Planning Entitlements for the development of 65 single-family detached homes, private open space land uses and infrastructure improvements to serve the development.

Project Location: North side of E. 15<sup>TH</sup> Street, south of the Upland Hills Country Club, and approximately 0.25 miles east of North Campus Avenue. APN: 1045-121-04.

STAFF:	Joshua Winter, Associate Planner
APPLICANT:	FH II, LLC (Frontier Homes) 2151 E. Convention Center Way #100 Ontario, CA 91764
RECOMMENDATION:	That the Planning Commission: <ol style="list-style-type: none"> <li>1. Receive staff’s presentation; and</li> <li>2. Hold a public hearing and receive testimony from the public; and</li> <li>3. Move to adopt a Resolution of the Planning Commission of the City of Upland, recommending that the City Council approve the Mitigated Negative Declaration, Specific Plan Review No. 18-02, General Plan Amendment No. 18-04, Zone Change No. 18-04, Tentative Tract No. 20245 (TT-18-03), Site Plan No. 18-10, and Design Review No. 18-14.</li> </ol>
COUNCIL HEARING REQUIRED:	Yes
APPEAL PERIOD:	N/A

**2. PUBLIC HEARING FOR CONDITIONAL USE PERMIT NO. 19-05, SITE PLAN NO. 19-02, DESIGN REVIEW NO. 19-02, TENTATIVE PARCEL MAP NO. 19-01, AND ENVIRONMENTAL ASSESSMENT REVIEW NO. 0079. (Continued from December 11, 2019).**

The proposed project is for the demolition of an existing building and development of 60 townhouse apartments within eleven buildings.

Project Location: 760 Mesa Court, APN: 1046-102-130.

STAFF:	Joshua Winter, Associate Planner
APPLICANT:	Soroush Rahbari 4790 Irvine Boulevard #105-276 Irvine, CA 92620
RECOMMENDATION:	That the Planning Commission: <ol style="list-style-type: none"> <li>1. Receive staff's presentation; and</li> <li>2. Hold a public hearing and receive testimony from the public; and</li> <li>3. Find the project is Categorically Exempt from environmental proceedings pursuant to Article 19, Section 15332, In-Fill Development Projects, Class 32 (a-e), of the California Environmental Quality Act; and</li> <li>4. Move to adopt a Resolution approving Conditional Use Permit No. 19-05, Site Plan No. 19-02, Design Review No. 19-02, and Tentative Parcel Map No. 19-01, subject to conditions of approval as set forth in the Draft Resolution dated January 22, 2020.</li> </ol>
COUNCIL HEARING REQUIRED:	No
APPEAL PERIOD:	10 days, ending February 3, 2020.

## BUSINESS ITEMS

1. Update on landscape maintenance issues at the Upland Hills Country Club (Mike Poland).

## COMMISSION COMMUNICATIONS

## ADJOURNMENT

Adjourn to the next regular scheduled Planning Commission meeting on February 26, 2020.

**NOTICE TO PUBLIC:** All maps, environmental information, and other data pertinent to this item are filed in the City of Upland Development Services Department and will be available for public inspection prior to the meeting at 460 North Euclid Avenue during normal business hours.

If you wish to appeal a decision of the Planning Commission, you must do so within ten (10) calendar days following the meeting. Please contact the Planning Division for information regarding the appeal procedure.

If you challenge the public hearing(s) or the related environmental determinations, in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Upland, at or prior to, the public hearing.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Planning Division at 931-4305. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. [28 CFR 35.102-35.104 ADA Title II]

**POSTING STATEMENT:** On January 16, 2020, at least 72 hours prior to the meeting, a true and correct copy of this agenda was posted on the bulletin boards at 460 N. Euclid Avenue (Upland City Hall) and 450 N. Euclid Avenue (Upland Public Library) per Government Code Section 54954.2.



MINUTES OF A REGULAR MEETING OF THE  
UPLAND PLANNING COMMISSION HELD  
WEDNESDAY, DECEMBER 11, 2019  
AT 6:30 P.M.

**CALL TO ORDER OF THE PLANNING COMMISSION REGULAR MEETING**

*Chair Aspinall* called the Regular Meeting of the Upland Planning Commission to order in the Council Chambers of the Upland City Hall at 6:30 P.M.

**PLEDGE OF ALLEGIANCE**

The pledge of allegiance was led by *Commissioner Anderson*.

**ROLL CALL**

MEMBERS PRESENT: Commissioners Anderson, Novikov, Walker, Vice Chair Schwary, and Chair Aspinall

MEMBERS ABSENT: Commissioner Brouse

ALSO PRESENT: Development Services Director and Planning Commission Secretary Dalquest, Contract Planning Manager Poland, Associate Planner Winter, Assistant Planner Hong, Senior Administrative Assistant Davidson, Deputy City Attorney Shah

**APPROVAL OF MINUTES**

Moved by *Vice Chair Schwary*, to approve of the minutes of the Planning Commission meeting of November 13, 2019.

The motion was seconded by *Commissioner Anderson*.

The motion carried by the following vote:

AYES: *Commissioners Anderson, Novikov, Walker, Vice Chair Schwary, and Chair Aspinall*

NAYS: None ABSTAINED: None

ABSENT: *Commissioner Brouse*

**COMMISSION COMMUNICATION**

*Vice Chair Schwary* spoke about the email policy for contacting Planning Commissioners.

*Development Services Director Dalquest* spoke about the recommendations made by the City Attorney as a result of the initial inquiry and associated changes in the process.

*Deputy City Attorney Shah* spoke about concerns for Brown Act violations via email communications, and indicated that the City's policy is meant to safeguard against potential violations. She also noted that the City Council would need to determine any changes made to the policy.

*Vice Chair Schwary* inquired about future discussions regarding affordable housing.

*Development Services Director Dalquest* indicated that the discussion is being agendaized for the January 22, 2020 Planning Commission Meeting.

**COUNCIL ACTIONS**

*Development Services Director Dalquest* provided a brief follow up on the November 25<sup>th</sup> Council Meeting, noting that the Council approved the second reading of a sidewalk vending Ordinance; and set a public hearing and first reading of an Ordinance to adopt the 2019 California Building Code. He also noted that at the meeting of December 9<sup>th</sup>, the Council approved seven (7) Mill’s Act applications for single-family dwellings.

**FUTURE AGENDAS**

*Contract Planning Manager Poland* indicated that at the January 22, 2020 meeting there will be a presentation on Affordable Housing and a continuation of Item 5, Public Hearing for Specific Plan Review No. 18-02, General Plan Amendment No. 18-04, Zone Change No. 18-04, Tentative Tract No. 20245 (TT-18-03), Site Plan No. 18-10, Design Review No. 18-14, and Environmental Assessment Review No. 0070. He also noted that there is also a review of the State’s new requirements for Accessory Dwelling Units tentatively scheduled.

**ORAL COMMUNICATIONS**

*Chair Aspinall* stated this is the time for any citizen to comment on any items that are not listed on the agenda under “Public Hearings” but within the Planning Commission’s purview. Anyone wishing to address the Planning Commission should submit a speaker card to the Planning Secretary prior to speaking. The speakers are requested to keep their comments to five (5) minutes. The use of visual aids will be included in the time limit. Under the provisions of the Brown Act, the Planning Commission is prohibited from acting on items not listed on the agenda.

*Roger Stephenson* spoke in opposition to the Bridge Development; and expressed concerns for the number of trucks and delivery van trips and related impacts on infrastructure, as a potential result of the operation. He also displayed photos for the record from the impacts from a similar facility on Euclid and Kimball; and spoke about potential issues with high capacity at intersections around the City.

In response to *Roger Stephenson’s* comments, *Development Services Director Dalquest* indicated the next workshop on the project mentioned will be a joint meeting of the City Council and the Planning Commission, strictly on the environmental documents.

*Contract Planning Manager Poland* provided information related to the public notice for the review period for the environmental documents on the Bridge Development project and indicated where the public can view the documents.

*Jim Mc Joynt* spoke about the report on upcoming Planning developments and requested more specificity be included with regards to occupancy for the proposed developments.

Noting there were no further members of the public wishing to address the Commission, *Chair Aspinall* closed the oral communications.

**PUBLIC HEARINGS**

**1. PUBLIC HEARING FOR TENTATIVE PARCEL MAP NO. 19-02 (TPM 20122).**

The proposal is a request to subdivide one lot into three lots.

Project Location: 494 N. Mountain Avenue, APN: 1007-521-05.

STAFF:	Jacqueline Hong, Assistant Planner
APPLICANT:	Steward Plaza, LLC 400 N Mountain Ave, Ste 200 Upland, CA.91784

RECOMMENDATION:	That the Planning Commission: 1. Receive staff's presentation; 2. Hold a public hearing and receive testimony from the public; 3. Find that the project is Categorically Exempt from further environmental proceedings pursuant to Article 19, Section 15315, Minor Land Divisions of the California Environmental Quality Act Guidelines; and 4. Move to adopt a Resolution approving Tentative Parcel Map No. 19-02 (TPM 20122), subject to conditions of approval as set forth in the Draft Resolution dated December 11, 2019.
COUNCIL HEARING REQUIRED:	No
APPEAL PERIOD:	10 days, ending December 23, 2019.

*Assistant Planner Hong* presented the details of the staff report, including location; General Plan and Zoning designation; current uses; subdivision request; breakdown of proposed parcels 1, 2 and 3; minimum parcel sizes for the zone; parking code requirements; elevations; findings; review by the Technical Review Committee; and staff recommendations.

*Commissioner Walker* inquired as to future maintenance of the property.

In response to *Commissioner Walker's* inquiry, *Assistant Planner Hong* indicated that there are separate Conditions of Approval which include provisions for property maintenance.

*Development Services Director Dalquest* confirmed that CC&R's are required and maintenance is a condition, as well as access and common improvements.

*Serge Bonaldo*, applicant, indicated that there are measures in place to insure property maintenance. He also indicated parking is addressed in the CC&R's.

*Vice Chair Schwary* requested clarification on existing parcels, ownership and the option to purchase with the future development.

In response to *Vice Chair Schwary's* inquiry, *Serge Bonaldo* indicated that the developer is looking to give existing tenants an opportunity to own their own property. He also spoke about interest in purchasing by existing tenants.

*Chair Aspinall* inquired about shared parking.

In response to *Chair Aspinall's* inquiry, *Serge Bonaldo* indicated there will be a reciprocal parking agreement.

*Chair Aspinall* opened the public hearing. Seeing no members of the public wishing to address the Commission, *Chair Aspinall* closed the public hearing.

*Vice Chair Schwary* moved to find that the project is Categorically Exempt from further environmental proceedings pursuant to Article 19, Section 15315, Minor Land Divisions of the California Environmental Quality Act Guidelines; and moved to adopt a Resolution approving Tentative Parcel Map No. 19-02 (TPM 20122), subject to conditions of approval as set forth in the Draft Resolution dated December 11, 2019.

The motion was seconded by *Commissioner Anderson*.

The motion carried by the following vote:

AYES: *Commissioners Anderson, Novikov, Walker, Vice Chair Schwary, and Chair Aspinall*

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NAYS: None ABSTAINED: None

ABSENT: Commissioner Brouse

**2. PUBLIC HEARING FOR CONDITIONAL USE PERMIT NO. 19-12, SITE PLAN NO. 19-11, DESIGN REVIEW NO. 19-18, AND ENVIRONMENTAL ASSESSMENT REVIEW NO. 0038.**

The proposed project is a 35,015 square foot supermarket and an ABC Type 21 License for the sale of beer, wine, and distilled spirits for consumption off the premises.

Project Location: 235 E. Foothill Boulevard, APN: 1045-551-20.

STAFF:	Jacqueline Hong, Assistant Planner
APPLICANT:	Upland Village Shopping Center 2950 Airway Avenue Costa Mesa, CA 92929
RECOMMENDATION:	That the Planning Commission: 1. Receive staff's presentation; 2. Hold a public hearing and receive testimony from the public; 3. Find the project is Categorical Exempt from environmental proceedings pursuant to Article 19, Section 15332, In-Fill Development Projects, Class 32 (a-e), of the California Environmental Quality Act; and 4. Move to adopt a Resolution approving Conditional Use Permit No. 19-12, Site Plan No. 19-11, Design Review No. 19-18 and Environmental Assessment Review No. EAR-0088, subject to conditions of approval as set forth in the Draft Resolution dated December 11, 2019.
COUNCIL HEARING REQUIRED:	No
APPEAL PERIOD:	10 days, ending December 23, 2019.

*Assistant Planner Hong* presented the details of the staff report including proposal; proposed location; hours of operation; ABC Type 21 License request; Police Department recommendations; site plan; floor plan; parking code and parking deficiency; parking analysis results; center architectural design; review by the Technical Review Committee; CEQA exemption; and staff recommendations.

*Vice Chair Schwary* inquired as to the deficiency in 37 parking spaces.

In response to *Vice Chair Schwary's* inquiry, *Assistant Planner Hong* indicated that recent center renovations have resulted in the deficiency in parking spaces, however parking has been addressed in past entitlements.

*Development Services Director Dalquest* added that in accordance with the municipal code, the parking is deficient, however, the applicant has the opportunity to submit their own parking analysis to review parking demand by land use. He expressed confidence in the results of the applicant's parking analysis based on peak time demand.

*Commissioner Walker* further inquired as to the parking requirement for retail uses.

In response to *Commissioner Walker's* inquiry, *Development Services Director Dalquest* explained the base formulas for parking based on use.

*Contract Planning Manager Poland* spoke about the reduction which would be necessary to meet parking requirements.

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*Commissioner Novikov* expressed concerns with the proximity to the existing Girl Scout facility and related sale of alcohol.

In response to *Commissioner Novikov's* inquiry, *Development Services Director Dalquest* indicated that ABC provisions exist for schools, but not necessarily administrative offices for groups such as the Girl Scouts.

*Chair Aspinall* further inquired to the use of the Girl Scout facility.

In response to *Chair Aspinall's* inquiry, *Development Services Director Dalquest* indicated that he was not certain, however, there are several buildings located on the subject property.

*Commissioner Anderson* inquired as to the tenant who will be occupying the building. She also expressed concern for potential vacancy.

*Chair Aspinall* inquired if the perspective tenant would be required to comply with the City's sign policy.

In response to *Chair Aspinall's* inquiry, *Development Services Director Dalquest* indicated that the tenant would be required to comply with the City's sign policy.

*Matthew Bush, applicant*, indicated that he is unable to disclose the tenant at this time, however, indicated that the tenant will be a full-use store and he does not believe there are any current similar models.

*Chair Aspinall* inquired as to the hours of operation.

Discussion ensued related to the proposed hours of operation; typical hours of operation for supermarkets; negotiated hours per the lease; and the potential for an earlier closing time.

*Chair Aspinall* inquired as to any concerns or conditions assessed by the Police Department.

In response to *Chair Aspinall's* inquiry, *Development Services Director Dalquest* indicated the zone does not set a parameter on the hours of operation and that the Police Department conditions are located in the draft Resolution. He also noted that the Police Department did not put any restrictions on hours of operation, however, they are requiring digital video surveillance system and a six-month review.

*Matthew Bush, applicant*, expanded on the business model of the proposed tenant and reiterated that he cannot discuss further details due to his inability to disclose the tenant. He also indicated that although he is unable to disclose the duration of the lease, he assured the Commission the lease is long-term.

*Chair Aspinall* opened the public hearing. Seeing no members of the public wishing to address the Commission, *Chair Aspinall* closed the public hearing.

*Vice Chair Schwary* spoke about revenue potential for the City and the potential for limiting hours of operation.

In response to *Vice Chair Schwary's* comments, *Development Services Director Dalquest* confirmed that the Police Department did not assess any restrictions related to hours of operation, however they did indicate they would be conducting a six-month review to ensure compliance; will be requiring a digital video surveillance system; and indicated no alcohol may be consumed on the property. He also spoke about the six-month review period and requirements which would need to be met, should the Conditions of Approval need to be amended.

*Commissioner Walker* inquired as to the possibility to reduce the footprint to accommodate extra parking.

In response to *Commissioner Walker's* inquiry, *Matthew Bush* indicated that the reduction of footprint is not a viable option.

*Development Services Director Dalquest* reiterated his confidence in the parking study.

*Matthew Bush, applicant*, spoke about the existing condition of the center, and the potential positive impact on the community the tenant could have.

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*Vice Chair Schwary* moved to find that the project is Categorically Exempt from environmental proceedings pursuant to Article 19, Section 15332, In-Fill Development Projects, Class 32 (a-e), of the California Environmental Quality Act; and moved to adopt a Resolution approving Conditional Use Permit No. 19-12, Site Plan No. 19-11, Design Review No. 19-18 and Environmental Assessment Review No. EAR-0088, subject to conditions of approval as set forth in the Draft Resolution dated December 11, 2019, as amended to add the conditions that there would be a six-month review by the Police Department to evaluate hours of operation and parking.

The motion was seconded by *Commissioner Anderson*.

The motion carried by the following vote:

AYES: *Commissioners Anderson, Novikov, Walker, Vice Chair Schwary, and Chair Aspinall*

NAYS: None ABSTAINED: None

ABSENT: *Commissioner Brouse*

**3. PUBLIC HEARING FOR CONDITIONAL USE PERMIT NO. 19-08, SITE PLAN NO. 19-05, DESIGN REVIEW NO. 19-08, STREET VACATION NO. 19-01, AND ENVIRONMENTAL ASSESSMENT REVIEW NO. 0082.**

The proposed project is for a Starbucks with a drive-thru and a street vacation of the frontage road.

Project Location: 275 E. Foothill Boulevard, APN: 1045-551-04.

STAFF:	Joshua Winter, Associate Planner
APPLICANT:	Upland Village Shopping Center 2950 Airway Avenue Costa Mesa, CA 92626
RECOMMENDATION:	That the Planning Commission: <ol style="list-style-type: none"> <li>1. Receive staff's presentation; and</li> <li>2. Hold a public hearing and receive testimony from the public; and</li> <li>3. Find that finding for General Plan Conformity of the Street Vacation (SV-19-01) is Categorically Exempt from environmental proceedings pursuant to Article 5, Section 15061(b)(3), the activity is covered by the common sense exemption that The CEQA Guidelines apply only to projects which have the potential for causing a significant effect on the environment; and</li> <li>4. Find that the Street Vacation (SV-19-01) is in conformity with the City of Upland General Plan; and</li> <li>5. Recommend the City Council find the project is Categorically Exempt from environmental proceedings pursuant to Article 19, Section 15332, In-Fill Development Projects, Class 32 (a-e), of the California Environmental Quality Act; and</li> <li>6. Move to adopt a Resolution recommending that the City Council approve Conditional Use Permit No. 19-08, Site Plan No. 19-05, Design Review No. 19-08, Environmental Assessment Review No. EAR-0082, and Street Vacation No. 19-01, subject to conditions of approval as set forth in the Draft Resolution dated December 11, 2019.</li> </ol>
COUNCIL HEARING REQUIRED:	Yes
APPEAL PERIOD:	N/A

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*Associate Planner Winter* presented the details of the staff report, including the proposal; project location; General Plan Designation and Zoning; existing conditions; vehicle circulation; proposed design; floor plan; General Plan conformance; CEQA findings; Conditions of Approval; and staff recommendations.

*Vice Chair Schwary* expressed concerns for the drive-thru and management of cars in the drive-thru queue.

In response to *Vice Chair Schwary's* inquiry, *Associate Planner Winter* indicated that there is a Condition of Approval that requires the operator to address any issues that are caused, and the operator would be required to implement measures to the satisfaction of the Development Services Director.

*Chair Aspinall* inquired as to who the owner of the Starbucks will be; the walking paths; and ADA access to enter the tenant space. She also inquired as to the doors facing Foothill Boulevard.

In response to *Chair Aspinall's* inquiry, *Associate Planner Winter* indicated that the property owner is the same owner as the previous item, and Starbucks will lease the building. He also pointed out pathways and ADA access ways and noted the doors facing Foothill Boulevard are utility doors.

Discussion ensued related to design, landscaping, utility doors and enhanced design elements.

*Commissioner Anderson* expressed concern for back-up traffic and suggested a two-lane design.

In response to *Commissioner Anderson's* inquiry, *Associate Planner Winter* indicated that the two-lane design was not proposed, and the space is fairly narrow. He also indicated that as part of Conditions of Approval, there is a six (6) month review period.

*Chair Aspinall* inquired as to next steps with regards to the multiple applications.

In response to *Chair Aspinall's* inquiry, *Associate Planner Winter* indicated that procedurally, as there are multiple applications at once time, the approval goes to the highest authority, which would be under the purview of the City Council.

*Chair Aspinall* opened the public hearing.

*Matthew Bush, applicant*, spoke about the design of the drive-thru and indicated that the design eliminates a back-up of traffic on to Foothill Boulevard. He also spoke about State Water Board requirements in the landscaping area; and addressed areas where design can be changed or added.

*Dr. Nehal Zaveri*, adjacent tenant, expressed concerns for parking for his staff and access for dental patients.

*Associate Planner Winter* indicated that per the Municipal Code, the dental office has adequate parking.

*Dede Ramela* spoke in opposition to the project and expressed concern for the traffic back-up on Foothill Boulevard.

*Matthew Bush, applicant*, reiterated the design process with regards to the drive-thru; and spoke about the Conditions of Approval with regards to ADA accessibility and additional parking.

Seeing no further members of the public wishing to address the Commission, *Chair Aspinall* closed the public hearing.

*Commissioner Anderson* moved to find that the finding for General Plan Conformity of the Street Vacation (SV-19-01) is Categorical Exempt from environmental proceedings pursuant to Article 5, Section 15061(b)(3), the activity is covered by the common sense exemption that The CEQA Guidelines apply only to projects which have the potential for causing a significant effect on the environment; and move to find that the Street Vacation (SV-19-01) is in conformity with the City of Upland General Plan; and recommend the City Council find the project is Categorical Exempt from environmental proceedings pursuant to Article 19, Section 15332, In-Fill Development Projects, Class 32 (a-e), of the California Environmental Quality Act; and move to adopt a Resolution recommending that the City Council approve Conditional Use Permit No. 19-08, Site Plan No. 19-05, Design Review No. 19-08, Environmental Assessment Review No. EAR-0082, and Street Vacation No. 19-01, subject to conditions of approval

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as set forth in the Draft Resolution dated December 11, 2019, as amended to add a Condition of Approval providing for the addition of enhancements to the south façade.

The motion was seconded by *Chair Aspinall*.

The motion carried by the following vote:

AYES: *Commissioners Anderson, Novikov, Walker, and Chair Aspinall*

NAYS: *Vice Chair Schwary* ABSTAINED: *None*

ABSENT: *Commissioner Brouse*

*Chair Aspinall* inquired as to the date in which the City Council review will take place.

In response to *Chair Aspinall's* inquiry, *Development Services Director Dalquest* indicated the item will most likely go before the City Council in early February.

**4. PUBLIC HEARING FOR CONDITIONAL USE PERMIT NO. 19-05, SITE PLAN NO. 19-02, DESIGN REVIEW NO. 19-02, TENTATIVE PARCEL MAP NO. 19-01, AND ENVIRONMENTAL ASSESSMENT REVIEW NO. 0079.**

The proposed project is for the demolition of an existing building and development of 60 townhouse apartments within eleven buildings.

Project Location: 760 Mesa Court, APN: 1046-102-130.

STAFF:	Joshua Winter, Associate Planner
APPLICANT:	Soroush Rahbari 4790 Irvine Boulevard #105-276 Irvine, CA 92620
RECOMMENDATION:	That the Planning Commission: 1. Receive staff's presentation; and 2. Hold a public hearing and receive testimony from the public; and 3. Find the project is Categorically Exempt from environmental proceedings pursuant to Article 19, Section 15332, In-Fill Development Projects, Class 32 (a-e), of the California Environmental Quality Act; and 4. Move to adopt a Resolution approving Conditional Use Permit No. 19-05, Site Plan No. 19-02, Design Review No. 19-02, Environmental Assessment Review No. EAR-0079, and Tentative Parcel Map No. 19-01, subject to conditions of approval as set forth in the Draft Resolution dated December 11, 2019.
COUNCIL HEARING REQUIRED:	No
APPEAL PERIOD:	10 days, ending December 23, 2019.

*Associate Planner Winter* presented the details of the staff report, including the General Plan Designation and Zoning; surrounding uses; existing site conditions; proposed parcel map; subdivision request; proposed site plan; parking and circulation; proposed architectural design; ADA accessibility; landscaping; open space; CEQA findings; traffic, noise and air quality study findings; and staff recommendations. He also indicated the units will be for-rent.

*Vice Chair Schwary* inquired as to the number of parking spaces per unit.

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In response to *Vice Chair Schwary's* inquiry, *Associate Planner Winter* spoke about the breakdown of parking spaces, ratios, guest spaces, and noted that there is an excess of parking above what is required.

*Commissioner Novikov* inquired as to potential impacts to the nearby assisted living facility.

*Chair Aspinall* spoke about the color of the building; inquired as to ADA requirements; and inquired if this is an affordable housing development. She also inquired about connectivity of driveways.

In response to *Chair Aspinall's* inquiry, *Associate Planner Winter* clarified living spaces and bathroom requirements for lower floor and indicated the floor plan for these particular units are classified as a den with a half-bathroom. He also indicated these units will not be classified as affordable housing and clarified paths of travel within the development.

In response to *Chair Aspinall's* comments, *Development Services Director Dalquest* indicated that City does have requirements for above moderate rates and added the proposal meets said requirements. He also deferred to the applicant for clarification on rental rates.

*Associate Planner Winter* outlined the path of travel throughout the development via alleyways.

*Chair Aspinall* opened the public hearing.

*Greg Powers, applicant*, spoke about rental rates, history of ownership and spoke about the modifications to the driveway to allow for more space at the assisted living facility.

Further discussion ensued related to the alleyways, increased traffic, and maintenance of said alleys.

*Vice Chair Schwary* inquired as to the breakdown in maintenance responsibilities for each alley way.

In response to *Vice Chair Schwary's* inquiry, *Greg Powers* indicated that they are responsible for the alley between the two (2) hospitals; and spoke about the previous alley vacation by the City Council.

*Commissioner Anderson* inquired as to the history of the lot with regards to vacancy.

In response to *Commissioner Anderson's* inquiry, *Greg Powers, applicant*, spoke about the history of the property and the development.

*Philip Montgomery* spoke in opposition for the project and expressed concerns for traffic and parking in the proposed development, noting parking on Mesa Court is already impacted with an overflow of parking from the nearby apartment complex.

*Dorothy Strahm* inquired as to the impact of the development to her adjacent property, specifically where the placements of trash bins will be. She also spoke about existing conditions of excessive street parking.

*Joe Fuscoe* spoke in support of the project, noting he supports the family and indicated this is a legacy project.

*Mark Walters* spoke in opposition to the proposal; expressed concern for traffic in the area; alleys not being wide enough; and recommended eliminating parking on Campus should this project be approved.

*Lois Sicking-Dieter* spoke in opposition to the proposal; expressed concern for traffic; parking in the area; and proximity of this project being located next to a convalescent home. She also spoke about the negative impact on the quality of life of surrounding residents this proposal could have.

*Terri D* spoke in opposition to the proposal; expressed concern for impacts on the nearby nursing home; traffic and safety in the area; spoke about affordable housing; and ADA accessibility. She displayed a video recording of the intersection of Campus and Mesa Court for the record.

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*Natasha Walton* suggested an initial study be performed, and spoke about CEQA exemptions; density; outreach; Memorial Park plans; open space; suggested the City collect Quimby Act Fees; and encouraged the developer to include native plants in the landscape plan.

*Development Services Director Dalquest* clarified the City does collect Quimby Act Fees through Development Impact Fees.

*Dan Close, consultant*, indicated his firm conducted a traffic study for the project, and spoke about the process; results; trip generation requirements; growth factor; and results of analysis. He also addressed comments about parking, noting the intersection will be Level of Service B and the project meets City code with garage parking, and exceeds requirements on guest parking spaces.

*Chair Aspinnall* inquired if safety was evaluated in the traffic study.

In response to *Chair Aspinnall's* inquiry, *Dan Close* indicated safety issues were not evaluated as part of the traffic study, noting there were no requirements to do so.

*Commissioner Anderson* spoke about housing requirements state-wide and the use of garages exclusively for parking.

In response to *Commissioner Anderson's* inquiry, *Greg Powers* indicated residents would not be granted permits to park in guest parking overnight.

*Vice Chair Schwary* spoke about parking enforcement for the development.

In response to *Vice Chair Schwary's* inquiry, *Greg Powers* indicated the owners will strive to deter residents from parking in guest spaces by designating the spaces as guest-only; by issuing permits for overnight parking; and contracting enforcement through a tow-company.

*Chair Aspinnall* inquired as to the City's policy on permit parking.

In response to *Chair Aspinnall's* inquiry, *Associate Planner Winter* indicated that permit parking throughout the City is established by district.

*Vice Chair Schwary* inquired as to the feasibility of eliminating parking on Campus.

In response to *Vice Chair Schwary's* inquiry, *Development Services Director Dalquest* indicated the prohibition would need to be established by the City Council.

Discussion ensued related to street parking; alley access; and alley maintenance.

*Vice Chair Schwary* inquired if it would be possible to vote on the item, contingent on Council's review or prohibition of parking on Campus.

In response to *Vice Chair Schwary's* inquiry, *Development Services Director Dalquest* indicated the issues cannot be tied together, however, he can relay concerns to the City Manager.

*Vice Chair Schwary* proposed potentially continuing the item in order to be able to potentially mitigate concerns raised.

In response to *Vice Chair Schwary's* suggestion, *Development Services Director Dalquest* indicated that the Commission may continue the item and allow for Public Works to review the safety issues on Campus.

*Commissioner Novikov* suggested a smaller, retirement community be developed in lieu of apartments.

*Greg Powers, applicant*, spoke about the history of the intent of the development and indicated a zoning change prohibited initial plans.

Discussion ensued related to options for continuing the item and next steps.

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**DECEMBER 11, 2019**

Seeing no others wishing to address the Commission, *Chair Aspinall* closed the public hearing.

*Vice Chair Schwary* moved to continue this item and public hearing to the January 22, 2020 meeting to allow Public Works to conduct a safety study on Campus and bring traffic concerns to the Commission at a subsequent meeting.

The motion was seconded by *Commissioner Walker*.

The motion carried by the following vote:

AYES: *Commissioners Anderson, Novikov, Walker, Vice Chair Schwary and Chair Aspinall*

NAYS: None ABSTAINED: None

ABSENT: *Commissioner Brouse*

**5. PUBLIC HEARING FOR SPECIFIC PLAN REVIEW NO. 18-02, GENERAL PLAN AMENDMENT NO. 18-04, ZONE CHANGE NO. 18-04, TENTATIVE TRACT NO. 20245 (TT-18-03), SITE PLAN NO. 18-10, DESIGN REVIEW NO. 18-14, AND ENVIRONMENTAL ASSESSMENT REVIEW NO. 0070.**

A proposed Specific Plan Review and related Planning Entitlements for the development of 65 single-family detached homes, private open space land uses and infrastructure improvements to serve the development.

Project Location: North side of E. 15<sup>TH</sup> Street, south of the Upland Hills Country Club, and approximately 0.25 miles east of North Campus Avenue. APN: 1045-121-04.

STAFF:	Joshua Winter, Associate Planner
APPLICANT:	FH II, LLC (Frontier Homes) 2151 E. Convention Center Way #100 Ontario, CA 91764
RECOMMENDATION:	That the Planning Commission: 1. Receive staff's presentation; and 2. Hold a public hearing and receive testimony from the public; and 3. Continue this item to the next regularly scheduled Planning Commission meeting on January 22, 2020.
COUNCIL HEARING REQUIRED:	Yes
APPEAL PERIOD:	N/A

*Associate Planner Winter* provided the details of the report, including entitlements; project location; General Plan Designation and zoning; surrounding uses; history of the Colonies Specific Plan, including Development Agreement; proposed Tentative Tract Map; lot setbacks; garages; parking; driveway dimensions; access to residences; right-of-way improvements; architectural design features; floor plans; open space amenities; landscape plan and design criteria; storm drain basin modifications; traffic analysis and trip generations; and Initial Mitigated Negative Declaration. He indicated that due to the volume of public comments received in response to the item, it is recommended that the item be continued to allow staff to adequately respond to all comments received.

*Chair Aspinall* inquired about the potential danger for homes being in a flood area.

In response to *Chair Aspinall's* inquiry, *Associate Planner Winter* indicated that Public Works staff worked with the applicant's consultants and conducted additional analysis and geotechnical studies to make a determination; and spoke about additional storm drain improvements.

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*Chair Aspinall* inquired about the Specific Plan territory; expansion of 15<sup>th</sup> Street; timing of the project; and when the public comment period ended.

In response to *Chair Aspinall's* inquiry, *Associate Planner Winter* indicated that the Specific Plan does not include Upland Hills Country Club, and is not connected to any other projects in the area; indicated there are no plans to expand 15<sup>th</sup> Street; and noted that public comment period ended December 2<sup>nd</sup>.

*Chair Aspinall* opened the public hearing.

*Tim Nguyen, applicant*, spoke about the collaboration process between the applicant and staff; history of the development company; housing crisis in the state; density; other projects within the City; public outreach; public feedback; property values; neighborhood enhancements; analysis; parking spaces; traffic and safety; evaluation of the extension of 15<sup>th</sup> Street; and project benefits.

*Vice Chair Schwary* inquired about Hold Harmless Agreements for owners protecting the City against the potential for flooding.

In response to *Vice Chair Schwary's* inquiry, *Tim Nguyen, applicant*, indicated that his comments will be noted and addressed at a future hearing.

In response to *Vice Chair Schwary's* inquiry, *Development Services Director Dalquest* indicated that there would be an indemnification condition in the CC&R's for the tract.

*Philip Ferree*, adjacent neighbor, expressed concerns for flood issues; spoke about dirt in-fill process; potential damage to his property; the potential damage to 15<sup>th</sup> Street due to trucks passing through; and suggested lowering project elevations. He also spoke about storm drain easements; the loss of his view; the increase in daily trips on 15<sup>th</sup> Street; tie-ins; and noise.

*Roger Flores*, adjacent neighbor, spoke about previous conversations with the Planning Division regarding development in the area and spoke in opposition to the amendment of the General Plan. He encouraged the Planning Commission to maintain the original General Plan, and expressed concerns with increased traffic; entrance and exit to the community; surrounding communities; impacts to 14<sup>th</sup> Street; and the progression of the neighborhood.

*James Eihen*, adjacent neighbor, spoke in opposition to the proposed project and spoke about the character of the neighborhood; previous City transactions; consequences of construction to the residents; loss of view from his home; increase in traffic to the neighborhood; and requested the Planning Commission deny the project.

*Sandra Sidders*, adjacent neighbor, concurred with previous speakers; spoke about the value of open land in the foothills and spoke in opposition to the amendment of the General Plan. She also expressed concerns for the flood area; dust; traffic; and the landfill.

*Caryn Zappia*, adjacent neighbor, spoke in opposition to the proposed project, and spoke about the differences in characteristics of the adjacent neighborhoods; zoning in the area; minimum parcel areas and minimum proposed lot sizes; the increase in vehicle traffic; and significant impacts to her neighborhood. She also encouraged the plan be modified to remove gates; reduce the number of two-story homes; and address lot sizes in order to match the characteristics of the existing neighborhood.

*Jaime Romero*, adjacent neighbor, impartial to the proposed project, noted the project will change the characteristics of the neighborhood and is concerned with the impact on the quality of life for existing residents.

*Catina Flores*, adjacent neighbor, spoke in opposition to the development; and expressed concerns for the impact a gated community would have on the existing neighborhood; the loss of the view; increase in crime rate; traffic; and environmental impacts.

*Darrell Maxey*, adjacent neighbor, spoke about the public notice; expressed concerns for the environmental and flood report; the infill of the flood basin; timing of the reports conducted; and wildlife impacts.

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*Betty Cavanaugh*, adjacent neighbor, spoke in opposition to the proposed project; and spoke about the history of development in the area; previous Planning Commission action; and requested the Planning Commission deny the project.

*John Anderson*, adjacent neighbor, spoke in opposition to the proposed project; spoke about the history of the neighborhood; traffic in the area; parking; street conditions; water rates in the City; and water accessibility.

*Robyn Tan*, adjacent neighbor, expressed concerns for impacts to the view; traffic volume and infrastructure; street design; traffic counts; health ramifications; and communications with residents. She also requested further data on environmental impact studies; suggested design modifications be explored; and requested the development have its own entrance and exit access to a major street.

*Diana Reymundo*, adjacent neighbor, spoke in opposition to the proposed project and expressed concerns with traffic, safety and living conditions within the existing neighborhood. She also encouraged the Planning Commission to confer with surrounding cities Frontier has been involved with, and spoke about previous discussions regarding development in the area.

*Bill Gardener*, adjacent neighbor, expressed concerns for the proposed project and spoke about the adjacent driving range; traffic; and unsafe speeds on Campus.

*Oleg Bolotov*, adjacent neighbor, spoke in opposition to the proposed project and concurred with previous speakers. He spoke about research he did on the flood basin prior to purchasing his home and indicated he was assured there would be no development in the area. He also expressed concerns with future safety in the area and urged the Planning Commission deny the project.

*Mark Walters*, adjacent neighbor, spoke in opposition to the proposed project; expressed concerns for the proposed project and concerns with the public notice from the developer. He also spoke about frequency of accidents in the intersection of 16<sup>th</sup> Street and Campus Avenue; expressed concerns with the CEQA documents; and inquired whether an EIR would be conducted. He also spoke about the history of transactions between the City and the Colonies, noting the City is still owed another High School.

*Dan Russell*, adjacent neighbor, expressed concerns for the proposed project and inquired about Dry Dock Depot being in the land fill; chain link fence on 15<sup>th</sup> Street; restricted access to underground tunnels; and methane venting.

*Peter Jackson*, adjacent neighbor, expressed concerns for the proposed project and spoke about the fence along the basin; recent one-hundred year events; impact of climate change; and filling of the basin. He indicated the project puts the communities below the basin at risk.

*Chair Aspinall* thanked the community for expressing their concerns.

*Deputy City Attorney Shah* spoke about protocol for applicant responses.

Seeing no others wishing to address the Commission, *Chair Aspinall* closed the public hearing.

*Chair Aspinall* inquired as to any errors in the public notice.

In response to *Chair Aspinall's* inquiry, *Associate Planner Winter* indicated that there was an error on the map in the public notice.

*Development Services Director Dalquest* indicated that the project will be re-noticed for the January 22<sup>nd</sup> Public Hearing.

*Chair Aspinall* inquired as to requirements of the developer to re-pave damaged streets.

In response to *Chair Aspinall's* inquiry, *Development Services Director Dalquest* indicated he will confer with the Developer and return to the Commission with an update.

*Commissioner Anderson* requested an update on the status of the closed landfill.

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In response to *Commissioner Anderson's* inquiry, *Development Services Director Dalquest* indicated that the County continually monitors the closed landfill.

*Vice Chair Schwary* moved to continue this item to the January 22, 2020 meeting.

The motion was seconded by *Commissioner Anderson*.

The motion carried by the following vote:

AYES: *Commissioners Anderson, Novikov, Walker, Vice Chair Schwary and Chair Aspinall*

NAYS: None ABSTAINED: None

ABSENT: *Commissioner Brouse*

**BUSINESS ITEMS**

**1. UPDATE ON LANDSCAPE MAINTENANCE ISSUES AT UPLAND HILLS COUNTRY CLUB**

*Vice Chair Schwary* moved to continue this item to the January 22, 2020 meeting.

The motion was seconded by *Chair Aspinall*.

The motion carried by the following vote:

AYES: *Commissioners Anderson, Novikov, Walker, Vice Chair Schwary and Chair Aspinall*

NAYS: None ABSTAINED: None

ABSENT: *Commissioner Brouse*

**ADJOURNMENT**

There being no further business to come before the Planning Commission, *Chair Aspinall* adjourned the meeting at 10:45 P.M., to the regular meeting of the Planning Commission on January 22, 2020, at 6:30 P.M.

Respectfully submitted,

Robert D. Dalquest, Secretary  
Upland Planning Commission



# **PLANNING COMMISSION REPORT**

## **ITEM NO. 1**

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**DATE:** JANUARY 22, 2020

**TO:** PLANNING COMMISSION

**FROM:** ROBERT D. DALQUEST, DEVELOPMENT SERVICES DIRECTOR

**PREPARED BY:** JOSHUA WINTER, ASSOCIATE PLANNER

**SUBJECT:** SPECIFIC PLAN NO. SPR-18-02, GENERAL PLAN AMENDMENT NO. GPA-18-04, ZONE CHANGE NO. ZC-18-04, TENTATIVE TRACT NO. 20245 (TT-18-03), SITE PLAN NO. SP-18-10, DESIGN REVIEW NO. DR-18-14, AND ENVIRONMENTAL ASSESSMENT REVIEW NO. EAR-0070 FOR CONSIDERATION OF A RESIDENTIAL SPECIFIC PLAN FOR THE DEVELOPMENT OF A GATED RESIDENTIAL COMMUNITY THAT CONSISTS OF 65 SINGLE-FAMILY DETACHED RESIDENTIAL UNITS AT A DENSITY OF 7.1 DWELLING UNITS PER ACRE AND ON-SITE ACTIVE AND PASSIVE RECREATIONAL AMENITIES TO BE PROVIDED WITHIN THE COMMON AREA OPEN SPACE ON AN EXISTING 9.2-ACRE PORTION OF THE 15<sup>TH</sup> STREET FLOOD CONTROL DETENTION BASIN INCLUDING MODIFICATIONS TO THE REMAINDER DETENTION BASIN.

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### **PROJECT BACKGROUND**

The Planning Commission held a Public Hearing regarding this project on December 11, 2019 (See Exhibit B – Planning Commission Packet from December 11, 2019). Due to the status of the response to public comments for the Project’s Environmental Analysis, the Planning Division recommended to open the public hearing for the project, but to continue the item to the next regularly scheduled Planning Commission meeting (January 22, 2020) so the environmental comments can be addressed prior to action being taken.

## **MITIGATED NEGATIVE DECLARATION – RESPONSE TO COMMENTS**

On November 13, 2019, a Notice of Availability/Notice of Intent for the Draft Initial Study and Proposed Mitigated Negative Declaration (IS/MND) was circulated. In response, the City received comments from 15 individuals. Attached, is the formal response to comments (Exhibit C – Response to Comments) provided by the Environmental Consultant, LSA. In addition, multiple residents spoke in opposition to the project at the Public Hearing. Comments centered around Public Noticing, Basin Operation and Stability, Traffic, Biological Concerns, and Integration into the existing neighborhood. A summarized response to these issues is discussed below.

### **Summary of Comments**

#### **Public Notice**

*Comment* - Mapping error on the Notice of Availability/Notice of Intent mailed to surrounding property owners. Specifically, Campus Ave. was mislabeled on the Notice's map, resulting in some confusion with regard to the actual location of the project.

*Response* - The Planning Division issued another Notice of Public Hearing with a revised map, to notice the continuation of the public hearing and clarify the location. (See Exhibit D - Villa Serena Public Notice for 1/22/20)

#### **Noticing for the January 22, 2020 Planning Commission Meeting:**

1. On January 8, 2020, a Notice of Public Hearing was mailed to all property owners within 1,500 feet of the project site to notify. This resulted in a total of approximately 1,100 property owners being noticed.
2. The Public Hearing Notice was also published in the Inland Valley Daily Bulletin on January 10, 2020 and posted in 2 physical locations (Upland City Hall and Upland Library) on January 16, 2020.

#### **Basin Operation and Stability**

*Comment* - Concerns regarding the safety and stability of the modified basin.

*Response* - The project includes modifications (including relocation of existing basin infrastructure) to the existing basin to accommodate the residential site and maintain a fully operational flood control and retention facility.

Development of the Project Site and modification of the remaining portion of the 15th Street Basin reduces the overall area of the existing basin, but the proposed improvements to the 15th Street basin would provide the required storage volume by increasing the depth of the ponding in the basin. In the existing condition, the basin ponds to an elevation of 1,422.6 feet during a 100-year storm event. In the proposed condition, the basin would pond to an elevation of approximately 1,426

feet. This increased depth will provide 0.5 feet of freeboard between the emergency spillway crest and the 100-year water surface elevation. The emergency spillway shall be constructed for the 1,000-year event ( $1.35 \times 100$ -year flow rate) in accordance with San Bernardino County Detention Basin Design Criteria, with the required freeboard to the top of the dam embankment to be above the 1,000-year water surface elevation. Combined with the proposed box weir outlet system, potential impacts associated with Project development would be minimized. The box weir outlet system would be designed to pass through the 200- to 500-year storm, with the emergency spillway providing discharge capacity for larger events. As the box weir outlet system can accommodate flows well in excess of the 100-year storm event, it is unlikely flows over the emergency spillway would occur during foreseeable storm events. The City also required additional geotechnical analysis in the form of a Slope Stability Evaluation (See Appendix G5 of the IS/MND). The results of the analysis show that the planned side slopes will be stable and geotechnical suitable.

As requested at the Planning Commission meeting in December, the City's contract Engineer, who reviewed the conceptual engineering plans, will be available to answer questions regarding the modified basin and its operation.

## **Traffic**

Comment - Many residents expressed concerns related to the traffic generated by the project, including both new residential traffic and construction traffic.

Response - As discussed in the original staff report (Exhibit B) a Traffic Impact Analysis was prepared for the project to determine if any impacts would be caused by the project. The analysis showed that the Proposed Project is anticipated to generate a net total of 623 trip-ends per day with 50 a.m. peak hour trips and 65 p.m. peak hour trips. The Traffic Consultant also prepared a Level of Service (LOS) analysis for the project. Results of the Analysis show that all study area intersections currently operate at satisfactory LOS under existing conditions and are forecast to continue to operate at satisfactory LOS with the construction of the project.

Upon further discussion with the Applicant, and even though the project will have a less than significant impact on traffic, the Applicant is open to exploring, in good faith, the construction of a private, two-lane road that would be gated, that will connect the project site to 15<sup>th</sup> Street, allowing direct access to and from Campus Ave into the project site. Due to the "Last Minute" nature of the potential drive isle, a Condition of Approval (COA 20.3) has been included in the project requiring the applicant work in good faith with City Staff to determine the feasibility of the connection prior to the issuance of grading permits. Further, the applicant has indicated that the possibility of connecting the project to 15<sup>th</sup> Street would be a positive improvement for the project from a marketability standpoint.

Comment - Concerns related to the truck routes used to access the site, and potential damage to streets caused by said trucks.

Response - While the truck routes are yet to be determined for the project, and the IS/MND identified required mitigation related to truck routes, and required the least

impactful route as determined by the City (Standard Condition N-2, Bullet 5), an additional Condition of Approval (COA 20.3) has been included with the project, requiring a construction truck phasing plan, with multiple routes be provided. For example, the plan will identify Route 1, which will be used the 1<sup>st</sup> 3 month period of construction, Route 2 will used for the 2<sup>nd</sup> 3 month period, Route 3 will be used for the 3<sup>rd</sup> 3 month period and so on to prevent the brunt of the impact caused by construction trucks to be placed on one road, or group of residents.

Regarding street damage resulting from construction activities related to the project, the Public Works Department has included a standard Condition of Approval (COA 30.12) requiring existing improvements (i.e. roadways, curb, gutter, sidewalk, landscaping, etc.) damaged during the construction of the project to be replaced to the City's satisfaction prior to occupancy of the final unit. In addition, the portion of 15<sup>th</sup> Street adjacent to the project, will be reconstructed to the satisfaction of the Public Works Department, as the amount of new construction will result in the street being removed.

### **Biological Concerns**

Comment - Bill Rodstrom, who claims to be former U.S. Fish & Wildlife Service (USFWS) biologist, argues the existing Sage Scrub habitat of the proposed project includes habitat for the resident Coastal California Gnatcatcher, which is listed as a Threatened Species under the Endangered Species Act. Mr. Rodstrom goes on to say that he has seen and/or heard this species virtually every time he has visited the site.

Response - State and federal authorities recognized that highly specialized skillsets and formal certification were required in order to investigate, observe, and make professional recommendations on this threatened species. Randall Arnold, Parker Smith and Blake Curran are the three principals that conducted on-site field observations and prepared the report. Mr. Arnold is licensed and certified by USFWS to evaluate the California gnatcatcher.

The technical analysis has stated that the site is not located within the critical habitat for any threatened or endangered species. No endangered, threatened, or sensitive species, including the California gnatcatcher, were identified during the July 2018 biological field survey. While plant species identified on site include some species common in fan sage scrub, the isolated nature of site, absence of connectivity, and absence of sensitive species results in a "negligible" impact. As stated in IS/MND Section 3.3.4, to address potential impacts to biological resources, a pre-construction burrowing owl and nesting bird survey is required prior to ground disturbance operations. For a complete response, please see the response to "Comment Letter B: Bill Rodstrom" on Page 3 of Exhibit C.

### **Integration into the existing Neighborhood**

Comment - Concerns over the integration of the proposed development into the existing neighborhood, such as density and homes fronting on 15<sup>th</sup> Street.

Response - Staff's observation is that the addition of more homes fronting the north side of 15<sup>th</sup> Street would not necessarily integrate into the neighborhood, as the south side of 15<sup>th</sup> Street, across from the proposed project do not have homes fronting on 15<sup>th</sup> Street, and instead has 6 foot side and rear yard walls along the street frontage, similar to the proposed project.

Regarding density, while the project is more dense than the existing neighborhood to the south of the project, a density of 7.1 dwelling units per acre is generally consistent with the surrounding residential single-family low (SFR-L) and single-family medium (SFR-M) General Plan Designations located within the neighborhood south of the Project Site. More specifically, the SFR-M density range is from 4-10 dwelling units per acre, a range the proposed project is within. Further, the project is at a similar in density to surrounding developments including the "Redhill North" development, which is approximately 9 dwelling units per acre, and has access directly onto Grove Avenue.

### **RECOMMENDED ACTION**

The Planning Division recommends the Planning Commission adopt a Resolution entitled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF UPLAND RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF UPLAND APPROVE SPECIFIC PLAN NO. SPR-18-02, GENERAL PLAN AMENDMENT NO. GPA-18-04, ZONE CHANGE NO. ZC-18-04, TENTATIVE TRACT NO. 20245 (TT-18-03), SITE PLAN NO. SP-18-10, DESIGN REVIEW NO. DR-18-14 FOR CONSIDERATION OF A RESIDENTIAL SPECIFIC PLAN FOR THE DEVELOPMENT OF A GATED RESIDENTIAL COMMUNITY THAT CONSISTS OF 65 SINGLE-FAMILY DETACHED RESIDENTIAL UNITS AT A DENSITY OF 7.1 DWELLING UNITS PER ACRE AND ON-SITE ACTIVE AND PASSIVE RECREATIONAL AMENITIES TO BE PROVIDED WITHIN THE COMMON AREA OPEN SPACE ON AN EXISTING 9.2-ACRE PORTION OF THE 15<sup>TH</sup> STREET FLOOD CONTROL DETENTION BASIN WITH MODIFICATIONS TO THE REMAINDER DETENTION BASIN AND TO APPROVE ENVIRONMENTAL ASSESSMENT REVIEW NO. EAR-0070 FOR AN INITIAL STUDY AND ADOPT MITIGATED NEGATIVE DECLARATION FOR THE PROJECT.

### **MOTION**

The Planning Commission Recommends the City Council:

- Move to adopt a Resolution of the Planning Commission of the City of Upland, recommending that the City Council approve the Mitigated Negative Declaration, Specific Plan Review No. 18-02, General Plan Amendment No. 18-04, Zone Change No. 18-04, Tentative Tract No. 20245 (TT-18-03), Site Plan No. 18-10, and Design Review No. 18-14.

**EXHIBITS**

- Exhibit A: Draft Resolution
- Exhibit B: Planning Commission Packet from December 11, 2019
- Exhibit C: Response to Comments
- Exhibit D: Villa Serena Public Notice for 1/22/20

# **Exhibit A – Draft Resolution**



**RESOLUTION NO.**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF UPLAND RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF UPLAND APPROVE SPECIFIC PLAN NO. SPR-18-02, GENERAL PLAN AMENDMENT NO. GPA-18-04, ZONE CHANGE NO. ZC-18-04, TENTATIVE TRACT NO. 20245 (TT-18-03), SITE PLAN NO. SP-18-10, DESIGN REVIEW NO. DR-18-14 FOR CONSIDERATION OF A RESIDENTIAL SPECIFIC PLAN FOR THE DEVELOPMENT OF A GATED RESIDENTIAL COMMUNITY THAT CONSISTS OF 65 SINGLE-FAMILY DETACHED RESIDENTIAL UNITS AT A DENSITY OF 7.1 DWELLING UNITS PER ACRE AND ON-SITE ACTIVE AND PASSIVE RECREATIONAL AMENITIES TO BE PROVIDED WITHIN THE COMMON AREA OPEN SPACE ON AN EXISTING 9.2-ACRE PORTION OF THE 15<sup>TH</sup> STREET FLOOD CONTROL DETENTION BASIN WITH MODIFICATIONS TO THE REMAINDER DETENTION BASIN AND ADOPTION OF THE MITIGATED NEGATIVE DECLARATION.**

## Intent of the Parties and Findings

WHEREAS, The State of California Government Code Section 65300 requires the City to adopt and maintain a General Plan that contains certain elements, describes its long-term goals, and develop policies and programs to achieve those goals;

WHEREAS, The State of California Government Code Section Government Code 65450-57 grants authority to cities to adopt specific plans for purposes of implementing the goals and policies of their general plans;

WHEREAS, FH II LLC. (Applicant) has filed applications requesting approval of the Project;

WHEREAS, Upland Municipal Code Section 17.43.050 E. requires that if one or more permit application is submitted concurrently for a single proposed project, each application shall be acted upon concurrently by the highest review authority. In this case, the highest review authority is the City Council, therefore the Planning Commission shall make a recommendation to the City Council;

WHEREAS, Upland Municipal Code Section 17.44 provides that the Planning Commission may attach conditions to the approval of the project as needed to ensure compliance with the Zoning Ordinance, other City Ordinances, the General Plan, and any other applicable community or specific plan, previously approved subdivisions and parcel maps and easements;

WHEREAS, In accordance with CEQA Guidelines Section 15073, a Notice of Intent and Notice of Availability was issued for the Draft Initial Study (IS) and Mitigated Negative Declaration (MND) for a 20-day public review and comment period beginning on November 13, 2019 through December 2, 2019; and

WHEREAS, Notice of a public hearing on said application has been given in the manner and for the time required by law; and

WHEREAS, On December 11, 2019 at 6:30 p.m. and January 22, 2020 at 6:30 p.m. the Planning Commission conducted a public hearing for the project, and heard and considered both oral and written evidence.

NOW, THEREFORE, the Planning Commission hereby finds, determines and resolves and recommends as follows:

Section 1. Actions the Planning Commission recommends to be taken by the City Council:

- A. Approve the Initial Study and adopt a Mitigated Negative Declaration for the Villa Serena Specific Plan including the Mitigation Summary conditioned in Section 3 of this Resolution;
- B. Adopt the Villa Serena Specific Plan (SPR-18-02) which includes amending the General Plan Land Use Designation (GPA-18-04) from Public Utilities – Flood Control (PU-FC) to Specific Plan (SP) and amending the Zoning Designation (ZC-18-04) from Public – Flood Control (P-FC) to Specific Plan (SP).
- C. Approve Tentative Tract No. 20245 (TPM-18-03) to subdivide one (1) parcel into 65 numbered lots and ten (10) lettered lots as conditioned in Section 3 of this Resolution; and
- D. Approve the Development Plan (SP-18-10 and DR-18-14) as conditioned in Section 3 of this Resolution.

Section 2. FINDINGS. The Planning Commission hereby makes the following findings and determinations in connection with the recommendation for approval of the Project:

- A. The above Recitals are true and correct.
- B. Upland Municipal Code Section 17.49.060 provides that the approval body, before it may approve a General Plan Amendment, shall make a determination to allow the activity based upon the following findings:

- 1. Finding: The proposed General Plan Amendment is in the public interest.

Evidence: The proposed General Plan Amendment is in the Public interest because the amendment shows consistency with the General Plan as discussed within the Specific Plan Section 6, including the utilization of underutilized land and the provision of a range of housing types for the community that is more consistent with the surrounding residential development and land use. The amendment will result in a development that improves 15<sup>th</sup> Street to the ultimate with landscaping and pedestrian connectivity thereby activating an area currently

unimproved and often used for nefarious activity. The density is generally consistent with surrounding residential neighborhoods.

2. Finding: The proposed General Plan Amendment is consistent and compatible with the rest of the General Plan.

Evidence: The Villa Serena Specific Plan identifies consistency with the General Plan elements including the Land Use Element, Community Character and Urban Design Element, Economic Sustainability Element, Circulation Element, Open Space and Conservation Element, Public Services and Facilities Element, Healthy Community Element and the Safety Element. Analysis is provided in Section 6 of the Villa Serena Specific Plan document.

3. Finding: The potential effects of the proposed General Plan Amendment have been evaluated and have been determined not to be detrimental to the public health, safety, or welfare.

Evidence: The proposed General Plan Amendment has been evaluated and determined not to be detrimental to the public health, safety, or welfare. Review of the project included a review of Environmental Effects related to the project including traffic, noise, and air quality, which have been shown to not have any significant impacts. Any environmental effects potential caused by the project have been appropriately mitigated. The project has been reviewed, appropriately conditioned and approved by both the Upland Police Department and the San Bernardino County Fire Department.

4. Finding: The proposed General Plan Amendment has been processed in accordance with the applicable provisions of the California Government Code and CEQA.

Evidence: The proposed General Plan Amendment has been processed in accordance with the applicable provisions of the California Government Code including Title 7, Division 1, Chapter 3, Article 8, Section 65350 which regulates the amendment of General Plans and, specifically sections 65450-57, which grants authority to cities to adopt specific plans for purposes of implementing the goals and policies of their general plans. Pursuant to the California Environmental Quality Act (CEQA) Guidelines and the City's local Guidelines, an Initial Study and Mitigated Negative Declaration (IS/MND) was prepared pursuant to Sections 15063(c) and 15070 of the California Environmental Quality Act Guidelines and the City of Upland CEQA Guidelines to address the potential environmental effects of the proposed project. The IS/MND analyzed environmental impacts that would be potentially affected by the proposed project and determined that potentially significant impacts with respect to Air Quality, Biological Resources, Cultural Resources, Geology and Soils,

Hydrology and Water Quality, Noise, and Tribal Cultural Resources, would be reduced to less than significant levels with the incorporation of mitigation measures imposed on the project.

C. Upland Municipal Code Section 17.48.060 provides that the approval body, before it may approve a Zoning Amendment, shall make a determination to allow the activity based upon the following findings:

1. Finding: The proposed amendment is consistent with the General Plan and any applicable community or specific plan as provided by Government Code Section 65860.

Evidence: The project is inclusive of a General Plan Amendment to amend the Land Use Designation of the Project from Public Utilities – Flood Control (PU-FC) to Specific Plan (SP). This Zoning Amendment is to amend the Zoning from Public – Flood Control (P-FC) to Specific Plan (SP). Government Code Section 65860 requires a city's zoning ordinance to be consistent with the general plan, therefore the project is consistent with Government Code Section 65860.

2. Finding: The proposed amendment will not be detrimental to the public interest, health, safety, or welfare of the City.

Evidence: The proposed Zoning Amendment will not be detrimental to the public interest, health, safety, or welfare because the amendment will result in residentially zoned land via the Specific Plan, consistent with the surrounding residential land uses. the project will result in additional property tax generation. All impacts cause by the project have been determined to be less then significant, with potentially significant impacts being required to be mitigated to ensure impacts are less then significant. The project has been reviewed and appropriately conditioned by Building and Safety, Public Works and Police and Fire Services to further ensure public interest, health, safety, or welfare of the City.

3. Finding: The affected site is physically suitable in terms of design, location, shape, size, and other characteristics to ensure that the proposed uses and development will not endanger, jeopardize, or otherwise constitute a hazard to the property, surrounding properties, and the community at large.

Evidence: Plans were submitted with the application that show the zoning amendment that show the site is physically suitable in terms of design, location, shape, and size. The plans show adequate space for the implementation of the specific plan, including the development of the 65 residential homes, private and common open space as well as necessary infrastructure improvements to serve the development. The

plans show the proposed architectural and landscape design makes use of appropriate materials, texture, and color, and will remain aesthetically appealing and appropriately maintained. The Storm Drain Improvement plans show the basin will continue to operate adequately, The project has been appropriately conditioned by Police and Fire Services, and mitigation measure have been incorporated into the project to ensure the new development endanger, jeopardize, or otherwise constitute a hazard to the property, surrounding properties, and the community at large

D. Upland Municipal Code Section 17.44.080(F) provides that the Planning Commission, before it may approve a Tentative Tract Map shall make the following findings:

1. Finding: No Lots shall be created without frontage on a public street, except lots created in conjunction with approved private access easements.

Evidence: All lots on site will be served by the development of private streets that connect to the public street; therefore all lots will have adequate access to the public street.

2. Finding: The side lines of the lots shall run at right angles or radially to the street upon which the lot fronts, except where impractical by reason of unusual topography.

Evidence: The side lines of all lots run at right angles or radially to the street upon which the lot fronts, excepting the private street system in the project, or where impractical by reason of unusual topography.

3. Finding: Lots shall be equal or larger in measure than the prevalent size of existing lots in the surrounding area except where a deliberate change in the character of the area has been initiated by the adoption of a specific plan, a change in zone or general plan designation.

Evidence: While the project is being initiated by a Specific Plan, The creation 65 single-family residential lots that are a minimum of 3,337 square feet is generally consistent with the surrounding neighborhood.

4. Finding: The site is physically suitable for the proposed type and density of development.

Evidence: The site is physically suitable for the proposed type and density of development in that, at the proposed density of 7.1 dwelling units to the acre; the site contains adequate common open space amenities and parking for the project, the site also provides each lot adequate space for the construction of detached single-family residential dwellings between 2,159 SF and 2,591 SF and the site maintains adequate space for needed infrastructure improvements.

5. Finding: The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Evidence: An Initial Study (IS) was prepared to determine the environmental effects created by the project. Based on the findings contained in the Initial Study, it was determined that Mitigation Measures related to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Noise, and Tribal Cultural Resources, there would be no substantial evidence that the project would have a significant effect on the environment. Based on that determination, a Mitigated Negative Declaration (MND) was prepared. A Mitigation Monitoring Program has also been prepared to ensure implementation of, and compliance with, the mitigation measures for the Project.

6. Finding: The design of the subdivision or type of improvements is not likely to cause problems to the public health, safety, or welfare.

Evidence: The design of the subdivision provides for complete site improvements that provide for adequate emergency vehicle access, vehicle and pedestrian circulation, and conditions of approval are included requiring adequate lighting and security measures. Therefore the design of the subdivision or type of improvements is not likely to cause problems to the public health, safety, or welfare.

7. Finding: The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the review authority may approve a map if it finds that alternative easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public.

Evidence: The Public Works Department has reviewed the proposed design of the subdivision and has determined there are no conflicts with existing easements. In addition, the project includes the creation of multiple easements needed for storm drain infrastructure, which have been reviewed and accepted and conditioned by the Public Works Department.

8. Finding: The design of the subdivision provides to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

Evidence: The project provides adequate space between buildings to allow for natural airflow. The subdivision provides adequate space for trees in the project which will provide some natural shading. Buildings will include eaves that provide additional shade on building walls and all

roofs will be, as conditioned to be solar ready. Buildings are also required to comply with Title 24 energy requirements.

E. Upland Municipal Code Section 17.44.030(H) provides that the approval body, before it may approve a Development Plan (Site Plan and Design Review), shall make a determination to allow the activity based upon the following findings:

1. Finding: The design and layout of the proposed project will not interfere with the use and enjoyment of existing and future neighboring properties and structures.

Evidence: The design and layout of the project includes the construction of private streets and street improvements, private and public open space, recreation areas and meets the requirements within the Specific Plan and is consistent with The General Plan. Therefore the proposed project will not interfere with the use and enjoyment of existing and future neighboring properties and structures.

2. Finding: The proposed architectural design makes use of appropriate materials, texture, and color, and will remain aesthetically appealing and appropriately maintained.

Evidence: The project, as conditioned, uses high quality materials and design, includes enhanced elevations in areas in public view and uses multiple colors and design styles. An HOA and conditions of approval are in place to ensure future maintenance of the project. The proposed architectural design makes use of appropriate materials, texture, and color, and will remain aesthetically appealing and appropriately maintained.

3. Finding: The proposed landscaping design, including color, location, size, texture, type, and coverage of plant materials, as well as provisions for irrigation, maintenance, and protection of landscaping elements, will complement structures and provide an attractive environment.

Evidence: As conditioned, the proposed landscaping design will meet the requirements of the specific plan. Landscaping shown on Open Space exhibits, including color, location, size, texture, type, and coverage of plant materials, as well as provisions for irrigation, maintenance, and protection of landscaping elements, will complement structures and provide an attractive environment.

4. Finding: The proposed design will not be materially detrimental to the public health, safety, or welfare, or be injurious to the property or improvements in the vicinity of the proposed project.

Evidence: The proposed design includes adequate Emergency Vehicle Access, has been conditioned by the Upland Police Department with multiple safety requirements, and will include complete plan check reviews by the Upland Building Division and San Bernardino County Fire

department thereby protecting safety and welfare. Furthermore the implementation of the project includes multiple mitigation measure to ensure the project will not be injurious to the property or improvements in the vicinity of the proposed project.

Section 3. DETERMINATION. In light of the evidence presented at the hearing on this application, and based on the findings set forth above, the Planning Commission hereby finds that the requirements necessary for the recommendation of approval of the Project, subject to all applicable provisions of the Upland Municipal Code, and the following conditions of approval:

#### 10.0 General Conditions

- 10.1. All Ordinances, Policy Resolutions, and Standards of the City in effect at the time this project is approved shall be complied with as a condition of this approval.
- 10.2. The project shall comply with development standards and guidelines prescribed within the Upland Municipal Code.
- 10.3. Prior to issuance of future permits, all tract maps and development plans shall be subject to plan check with the Planning Division, Building Division, Engineering Division, Public Works Department and Fire Department.
- 10.4. No construction or grading shall commenced until the applicable final maps, final grading and improvement plans have been approved.
- 10.5. No building permits shall be issued until rough grading has been certified by the Engineer of Record, and a building permit has been issued by the Building Division.
- 10.6. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash, and debris at all times. Dead, damaged, and/or missing landscaping shall be replaced/replanted, subject to the satisfaction of the Planning Division.
- 10.7. To the fullest extent permitted by law, the Applicant shall indemnify, defend and hold the City, its elected officials, officers, contractors serving as City officers, agents, and employees ("Indemnitees") free and harmless from: (i) any and all claims, liabilities and losses whatsoever occurring or resulting to any and all persons, firms, entities, or corporations furnishing or supplying work, services, materials, or supplies in connection with, or related to, the performance of work or the exercise of rights authorized by approval of the project; and (ii) any and all claims, lawsuits, liabilities, and/or actions arising out of, or related to the approval of Specific Plan No. SPR-18-02, General Plan Amendment No. GPA-18-04, Zone Change No. ZC-18-04, Tentative Tract No. 20245 (TT-18-03), Site Plan No. SP-18-10, Design Review No. DR-18-14 (Project) and/or the granting or exercise of the rights

authorized by said approval; and (iii) from any and all claims, liabilities and losses occurring or resulting to any person, firm, entity, corporation for property damage, personal injury, or death, arising out of or related to the approval of, or exercise of rights granted by, this Project. Applicant's obligation to indemnify, defend, and hold the Indemnitees free and harmless as required hereinabove shall include, but is not limited to, paying all fees and costs incurred by legal counsel of the Indemnitees' choice in representing the Indemnitees in connection with any such claims, losses, lawsuits, or actions, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such lawsuit or action.

- 10.8. The applicant and recorded property owner of the property shall submit to the Development Services Department written evidence of agreement with all conditions of this approval before the approval becomes effective.
- 10.9. Expansion of project beyond the scope and nature of the project, which would increase the projected scale of the project, shall not be permitted except upon application for and approval of modification to this Approval.
- 10.10. The developer shall not engage in any construction activities other than between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, except in case of urgent necessity in the interest of public health and safety or as otherwise approved by the Development Services Director.
- 10.11. Termination of approval if either: (1) development has not been diligently commenced and actively pursued to completion thereafter within a two (2) year period from the date of approval (i.e. December 11, 2021); or, (2) if the use approved hereunder is discontinued for a period of one hundred and eighty days or longer; or, (3) non-compliance with any provision of the Upland Municipal (UMC) not specifically waived in compliance with City procedures.

## 20.0 Planning Division Conditions

- 20.1 The applicant shall submit Final Map exhibits to the Public Works Department for review and approval prior to recordation.
- 20.2 Prior to recordation of the final map, all organizational documents for the project including Conditions, Covenants, and Restrictions (CC&R's) shall be submitted to and approved by the Development Services Director and the City Attorney. The applicant/developer is responsible for costs associated with the review of these documents. The approved CC&Rs shall be recorded concurrently with the recordation of the final map and a copy of the recorded documents shall be submitted to the Development Services Department within five (5) days after

recordation. These documents shall include, but not be limited to, the following:

- a. No lot in the development shall be sold unless a Home Owner's Association has been legally formed with the right to assess all those properties which are jointly owned or benefited to operate and maintain all other mutually available features of the development;
- b. The City shall be included as a party to the CC&Rs for enforcement purposes of those CC&R provisions in which the City has an interest. However, the City shall not be obligated to enforce the CC&Rs;
- c. Association bylaws must be established;
- d. Provisions for the effective establishment, operation, management, use, repair, and maintenance of all common areas and improvements by the Home Owner's Association;
- e. Membership in the Home Owner's Association shall be inseparable from ownership of individual and Lettered Landscape Lots;
- f. Architectural controls shall be provided and shall include, but not be limited to, establishing the requirement to obtain design review approval from the Home Owner's Association and the City of Upland to construct any additions, accessory buildings, and establishing minimum design guidelines to ensure compatible development;
- g. Provisions shall prohibit owners from modifying drainage facilities or flow patterns, without first obtaining permission from the City;
- h. Provisions for the perpetual maintenance of parkways and Bus Shelter and Improvements (i.e. trash can, benches);
- i. Provisions to implement the approved Water Quality Control Plan. Maintenance of all common area water quality measures shall be the responsibility of the Home Owner's Association;
- j. The Home Owner's Association shall be responsible for establishing and following procedures for providing access to public utilities for maintenance of their facilities within the project area;
- k. The Home Owner's Association shall be responsible for filing the most current name, address, and phone number of at least one member of the association board with the City of Upland; and

- I. The Home Owner's Association shall be responsible for establishing and enforcing procedures for the maintenance and management of parking facilities, and the storage of vehicles on-site.
- 20.3 Prior to the issuance of Grading Permits, the City and Developer agree to work in good faith to investigate the feasibility of the City's vacating the public right-of-way located west of the Project site such that 15<sup>th</sup> Street could potentially be connected to Campus Avenue for use as a two-way private road by future Villa Serena residents. As reasonable and applicable, City and Developer shall evaluate issues and opportunities related to the potential roadway including (1) engineering design options, (2) impacts (if any) to the future storm drain, water and sewer systems to be installed as part of the Villa Serena project, (3) fee credits, (4) neighborhood input, and (5) expedited permit processing. If it is determined that the addition of a two-way private street connecting 15<sup>th</sup> street to Campus Ave is feasible, the applicant shall acquire all needed permits and approvals for construction of said street, prior to the issuance of Grading Permits, with the street being fully constructed prior to issuance of the first Certificate of Occupancy of the home in the subdivision.
- 20.4 Prior to the issuance of Grading Permits, the Applicant shall provide a truck route phasing plan that identifies multiple truck routes to the project, for phased use (i.e. Route 1 is used the 1<sup>st</sup> 3 month period of construction, Route 2 is used for the 2<sup>nd</sup> 3 month period, Route 3 is used for the 3<sup>rd</sup> 3 month period and so on) to the satisfaction of the Development Services Director. If a single route that has minimal impacts to surrounding residents is identified, the single route may be used by the developer of the project, at the discretion of the Development Services Director.
- 20.5 Prior to the issuance of Building Permits, the applicant shall submit a Development Review Application that addresses the following:
- a. A wall and fence plan is required prior to the issuance of building permits. A 6' block wall shall be provided around the entire perimeter of the project site, including the project boundary between the open space area/ walking path and the existing residences to the south-east. The perimeter wall is required to be a split face block wall with a decorative cap. Columns shall be provided at a distance determined appropriate by the Development Services Director. Split face block walls are also required in all places in public view, including around open space areas, side yards and street side yards. 2 sided split face block is required if both sides are in public view, walls may be single sided split face where private yards are (excepting the project boundary between the open space area/ walking path and the existing residences to the south-east, where both sides of the wall shall be split face.)

- b. The applicant is required to submit enhanced elevations for the rear elevations of homes facing Upland Hills Golf Course and 15th Street, to the satisfaction of the Development Services Director. The elevations shall include additional design features, to the satisfaction of the Development Services Director.
- c. The applicant is required to submit landscape plans for the project. Landscape plans will include all open space areas, common landscaped area, right-of-way landscaping and typical front yard landscaping.

### 30.0 Public Works Conditions

#### I SUBDIVISION MAPS (EASEMENTS-MONUMENTS-BONDS)

##### Map

- 30.1 The approval of this project is subject to, and contingent upon, the recordation of a Final Map. Said Final Map shall have adequate reservations of public and/or private utility easements and abandonment of existing utility easements to the satisfaction of the Public Works Director.
- 30.2 The submittal, approval, and recordation of a subdivision map shall be in accordance with the provisions of the State Subdivision Map Act, state and federal laws, and Upland Municipal Code.
- 30.3 The applicant shall have encroachment permit from the City before issuance of a permit for the City to allow encroachment of the projects entry into part of City's right of way.
- 30.4 Prior to grading permit issuance, the developer shall provide to the City of Upland letters from easement holders consenting to the proposed construction, as applicable.

##### Right-of-Way Dedication and Easements

- 30.5 Access and utility easement(s) shall be dedicated to the City of Upland for all-public sewer and water systems not located within the public right-of-way. Minimum width shall be 25 feet along the long side of which must be located only on one parcel.
- 30.6 Relocation of any public water or sewer lines shall be subject to approval by the Public Works Director.

##### Monuments

- 30.7 The Owner/Developer shall comply with Assembly Bill 1414, which was enacted into law and effective January 1, 1995. This bill amended

Section 8771 of the Business and Professions Code (of the Land Surveyors Act). The County Surveyor requires that two corner records be filed; they are when:

- a. Monuments exist that controls the location of subdivisions or tracts, streets or highways or provides survey control. The monuments are located and referenced by a licensed Land Surveyor before any streets or highways are reconstructed or relocated. The corner record(s) of the references are filed with the County Surveyor.
- b. Monuments are reset in the surface of the new construction and a corner record is filed with the County Surveyor before recording of a Certificate (Notice) of Completion for the project.

30.8 Permanent survey monuments shall be set at the intersection of street centerlines, beginning, and end of curves in centerlines, and at other locations designated by the Director of Public Works/City Engineer. All other centerline monuments shall be in accordance with standard survey practice. A complete set of all street centerline ties (a minimum of three per monument) shall be submitted prior to final project acceptance.

#### Bonds

30.9 Before the recordation of the Tentative Tract Map or the issuance of a permit, a surety shall be posted in a form acceptable to the City. Also accompanying the surety shall be an agreement executed to the satisfaction of the Public Works Director and the City Attorney, guaranteeing completion of all improvements, public and private.

#### II STREET IMPROVEMENTS

30.10 All deficient public improvements at 15<sup>th</sup> Street shall be upgraded to current City Standards and to the satisfaction of the Public Works Director.

30.11 Developer shall submit plan for the construction of 15<sup>th</sup> Street as depicted on the exhibit. Handicap ramps conforming to current state and federal standards shall also be constructed at street/alley intersections.

30.12 Prior to occupancy of the last unit, existing improvements, including but not limited to, roadways, curb, gutter, sidewalk, landscaping, etc., damaged during construction of the project shall be repaired/replaced to the satisfaction of the Public Works Director.

30.13 Landscaping and irrigation plans shall be submitted for City review and approval. Drought tolerant and water efficient irrigation system shall

be required. Parkway landscaping shall be maintained by the Owner/Developer.

Furthermore, developer shall submit "Declaration of Covenant for Parkway Landscape Maintenance prior to or at map recordation. City will provide necessary agreement form.

- 30.14 In accordance with California Building Code, Title 24 and the requirements of the Americans with Disabilities Act (ADA), handicap facilities shall be constructed and existing facilities shall be reconstructed within the project limits, as necessary, in locations specified by the Director of Public Works/City Engineer and the Development Services Director.

### III UTILITY (WATER – SEWER – ENVIRONMENTAL)

#### Utility General

- 30.15 All utility companies (for non-City owned utilities) shall be contacted to establish appropriate easements to provide services to each parcel.
- 30.16 If Phasing, each phase shall be served by utilities, allowing each phase/lot to function separately and independent from one another.
- 30.17 The Owner/Developer is responsible for research on private utility lines (Gas, Edison, Telephone, Cable, Irrigation, etc.) to ensure there are no conflicts with the site.
- 30.18 All existing on-site utility lines, if any, that conflict with this project shall be relocated, removed to the satisfaction of the Public Works Director.
- 30.19 Composite Utility Plans shall be submitted before the issuance of a Grading Permit. Any easements will be dedicated to the appropriate Utility Company as required to accommodate the location and maintenance of each facility.
- 30.20 Developer shall comply with latest State Health Code regulating minimum clear separations among water and sewer lines.

#### Undergrounding

- 30.21 All utility plans (Edison, Telephone, and Cable TV, among others) shall be submitted to the Public Works Department for review and approval prior to the issuance of any permits for utility work within public right-of-way or public easements.

Environmental

- 30.22 This project is subject to the General Construction Permit for Storm Water Discharges. The Owner/Developer is required to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) for construction activities. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and be available at the job site at all times. A copy of the Waste Discharger's Identification Number (WDID) from the SWRCB shall be provided to the City before the issuance of grading permit.
- 30.23 This project is required to submit Project Specific Water Quality Management Plan (WQMP) (reference City of Upland "Construction Stormwater Guidelines" and the County of San Bernardino "Guidelines for New Development and Redevelopment") for review and approval by the City of Upland, Public Works Department, Environmental Division. The WQMP shall include a description and map of the project along with an outline of structural and non-structural Best Management Practices (BMPs), which apply to the project pursuant to the "New Development and Redevelopment Guidelines."
- 30.24 Prior to issuance of any permit, the developer shall have completed the Site Specific Water Quality Management Plan (WQMP) and executed the WQMP Maintenance Agreement with the City

Sewer

- 30.25 Sanitary sewer system(s) shall be constructed pursuant to the City's Master Plan and subsequent studies applicable to the project site, to the satisfaction of the Public Works Director.
- 30.26 All proposed on-site sewer mains shall be maintained by the City. Drainage facilities shall be maintained by the owner/ property owners association.
- 30.27 City staff will inspect all newly installed sewer mains with the TV camera before acceptance of the line for public improvements.
- 30.28 Extend any sanitary sewer and water line facilities as necessary to serve the entire development, including the payment of any sewer and water connection fees as determined by the Public Works Director.
- 30.29 The Owner/Developer shall provide the necessary Sewer Service Backflow Prevention Device as required by the City.

Water

- 30.30 All proposed on-site sewer mains shall be maintained by the City.

- 30.31 Developer/Engineer shall submit water/fire plans to the San Bernardino County Fire Department for review and approval.
- 30.32 A separate water meter shall be provided for each unit (including any necessary easements to provide such services).
- 30.33 All new and upgraded developments shall meet the requirements of Chapter 7 "Municipal Water System," Article VII, of the Upland Municipal Code. This Code pertains to water system connection fees, water additive fees, and the transfer of water stock to the City of Upland.
- 30.34 Underground utilities shall maintain a minimum seven-foot setback from the backside of the curb and shall not encroach into the water utility easement, excepting as may be authorized by the Public Works Director subject to special construction methods. As-built plans of all underground utilities, including water facilities, shall be submitted for approval prior to final approval of the development.
- 30.35 The provision of fire protection water systems, hydrants, and appropriate easements shall be in conformance with the San Bernardino County Fire and Public Works Department Standards.
- 30.36 Public on-site protection hydrant(s) and water systems shall be installed in accordance with the San Bernardino County Fire and Public Works Department Standards.
- 30.37 All landscape meter(s) and approved Backflow Device(s) shall be installed and inspected, in accordance with the Public Works Department Standards.
- 30.38 All water facilities shall be installed outside any driveways and drive approaches, and shall be in accordance with the Public Works Department Standards.

#### IV GRADING - STORM DRAIN - EROSION CONTROL

- 30.39 The first permit that will be issued to this project is for the construction and grading of the basin. The project developer shall remove and reconstruct existing storm water basin berms (approximately 4230 linear feet) as an engineered berm, unless project developer's registered professional engineers test, inspect, analyze and certify in a report that the berm is structurally stable in saturated condition.
- 30.40 Project developer, alternatively, shall line the berms with gunite and ensure structural stability of the new basin including the slope on the westerly side of the new basin.

- 30.41 The new basin shall have emergency spillway as shown on the tentative map exhibit. The final design shall be submitted for approval by the developer's civil engineer. Said spillway shall be designed and constructed in a manner that all the water passing thru said spillway will be in a controlled condition to avoid and/or minimize damage to downstream properties.
- 30.42 Developer shall have the City inspect the subject new basin as certified by developer's engineering consultants.
- 30.43 After basin construction, subject to issuance of necessary permits, developer shall commence construction/realignment of the 12' x 9' reinforced concrete box (RCB) from project's westerly boundary to the new basin and construct 84-inch reinforced concrete pipe (RCP) from the new basin to connect to existing discharge point on 15<sup>th</sup> Street.
- 30.44 Storm drain system(s) shall be constructed in accordance with the City's Master Plan applicable to the project site and to the satisfaction of the Public Works Director.
- 30.45 A hydrology/hydraulics analysis is required to the satisfaction of the Public Works Director. Any offsite drainage, which may impact this development, or additional drainage created by this development, shall be addressed in accordance with the mitigation measures required in the hydrology report before issuance of any permits.
- 30.46 Each parcel/lot shall drain to the street or other approved drainage facility. Cross lot drainage is not allowed.
- 30.47 All drainage shall be directed on-site at the points so indicated upon the subject map/plan (any deviation will require resubmittal to the Technical Review Committee for approval).
- 30.48 Location, direction, and devices for conveying site drainage directed to a street shall be subject to review and approval by the Public Works Director.
- 30.49 Temporary drainage controls may be required during construction phases as directed by the Public Works Director.
- 30.50 All catch basins and Storm Drain Inlet Facilities shall be stenciled with the appropriate "No Dumping" message.
- 30.51 Grading plan shall be prepared and shall conform to the requirements of California Building Code (CBC), latest edition. Said grading plan shall propose all recommendations contained in the project's geotechnical report.

- 30.52 An erosion control plan shall be required as directed by the Public Works Director.
- 30.53 No permanent building construction shall commence until the final grading and improvement plans have been approved, rough grading certified and a building permit issued by the Building Division.
- 30.54 Owner/Developer shall submit design and calculations and obtain permit and inspection for all development perimeter and retaining walls from the Building Division.
- 30.55 Owner/Developer is required to prepare Water Conservation Plan for its grading and construction operations in compliance to water conservation mandate by the State of California. Use of reclaimed water is highly encouraged.
- 30.56 Dust Control operations shall be performed by the Contractor at the time, location and in the amount required and as often as necessary to prevent the excavation or fill work, demolition operation, or other activities from producing dust in amounts harmful to people or causing a nuisance to persons living nearby or occupying buildings in the vicinity of the work. The Contractor is responsible for compliance with Fugitive Dust Regulations issued by the Air Quality Management District (AQMD).
- 30.57 Control of dust shall be by sprinkling of water, use of approved dust preventatives, modifications of operations or any other means acceptable to the Engineer, City of Upland, the Regional Water Quality Control Board (RWQCB), the AQMD, and any Health or Environmental Control Agency having jurisdiction over the facility. The Engineer shall have the authority to suspend all construction operations if, in their opinion, the Contractor fails to adequately provide for dust control.
- 30.58 In compliance to water conservation mandate of the State of California, before or at submission of grading plans, Owner/Developer shall submit/develop Water Conservation Plan. Among others, said plan encourages the use of reclaimed water and use of any/all water conservation measures during construction.
- 30.59 All storm drain catch basins must be in accordance with the Trash Amendments, per Water Code Section 13383, complete with Maintenance Agreement. Please see attached/link for approved list of full capture devices. Developer shall provide for regular maintenance of all catch basins.

Please check all approved devices from the following website:  
[https://www.waterboards.ca.gov/water\\_issues/programs/stormwater/docs/trash\\_implementation/a1\\_certified\\_fcd\\_rev04aug17.pdf](https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/trash_implementation/a1_certified_fcd_rev04aug17.pdf)

V LANDSCAPING

- 30.60 Any landscaping proposed within a City utility easement or right of way is subject to approval by the Public Works Director and Development Services Director. Developer shall enter into covenant with the City for landscape installation and maintenance of parkway landscaping.
- 30.61 All landscape and irrigation systems, located in the public parkways, shall be connected to a water supply system that is metered to the property owner.
- 30.62 All developments require a tree-planting scheme. Residential developments require one tree per forty feet of residential street frontage with a minimum on one tree per lot.
- a. If planting in an area without sidewalk, plant the trees four feet to six feet from the existing or planned curb or street
  - b. Plant trees a minimum of five feet from other utilities, a minimum of ten feet from driveways, water meters, water lines, sewer lines, traffic and directional signs, and fire hydrants, a minimum of fifteen feet from street lights, and a minimum of thirty feet from street corners.
- 30.63 The project frontage shall be fully landscaped, including an automatic irrigation system in accordance with a plan subject to review and approval by the Community Development Director and the Public Works Director. Drought tolerant and water efficient irrigation system shall be required. Parkway landscaping shall be maintained by the Owner/Developer.
- 30.64 Before the final approval of streetscape plans (landscaping, irrigation systems, walls and/or fences, etc.), the hardscape portion of the plan(s) shall be designed by a registered engineer, and submitted to the Community Services Director for review and approval.
- 30.65 After City approval of the landscaping plan, the Owner/Developer shall provide 180-day maintenance during the plant establishment period.
- 30.66 The Owner/Developer shall also:
- a. Include in the CC&Rs, provisions for the perpetual maintenance of said parkway(s) by the Property Owners' Association (POA). POA's maintenance responsibility shall commence at the completion of the plant establishment period.
  - b. Provide for the maintenance of the open space area(s) and/or detention/desiltation basin.

VI OTHER AGENCY

- 30.67 Approval and/or permits may be required from the following agencies among others:
- a. San Bernardino County.
  - b. Inland Empire Utilities Agency.
  - c. San Antonio Water Company.
  - d. California Regional Water Quality Control Board, Santa Ana Region for an NPDES Permit or Clearance Letter.

VII STUDIES – REPORTS – CC&Rs

- 30.68 Conditions, Covenants, and Restrictions (CC&Rs) shall be recorded requiring the provision of the following special features, and maintenance thereof in perpetuity, in conjunction with the approval of this project.
- a. Prior to recordation of the Tract/Parcel Map
  - b. Prior to Occupancy Release
- 30.69 Geotechnical Report, hydrology and hydraulic studies, traffic impact analysis, and other supporting reports/studies shall be submitted for review together with grading plans and other construction plans submitted for review and approval.

VIII GENERAL ENGINEERING

- 30.70 Owner/Developer is required to arrange for a PRE-CONSTRUCTION MEETING with the Public Works Department 72 hours in advance before any permitted work can commence.
- 30.71 Public improvement plans and grading plans shall be submitted for plan check to the Public Works Department as a complete package. A complete package includes street; sewer, water, grading, drainage, and any appropriate reports and back up documents. Incomplete submittals shall be rejected.
- 30.72 All plans (including Landscaping Plans) depicting any work to be plan checked by Public Works shall be prepared on 24"x36" on City Standard title block. This includes street, sewer, water grading, storm drain, grading, erosion control, private street design, and landscape plans. "Cut and paste," "sticky-backs," "zip-a-tone," "Kroy lettering," or other tape will not be permitted on mylars.
- 30.73 As-built plans (including street, sewer, water, and storm drain and grading plans) shall be submitted. Electronic drawing files on compact disc (CD's) shall be submitted to the City for file in the format acceptable by the City.

- 30.74 All Ordinances, Policy Resolutions, and Standards of the City in effect at the time this project is approved shall be complied with as a condition of this approval.
- 30.75 No certificate of occupancy, or any other final clearance needed prior to occupancy, shall be given until all other conditions are met.

#### IX MISCELLANEOUS CONDITIONS

##### Other Agency and/or Project

##### Phases

- 30.76 In the event that developer/owner performs the works in phases, a phasing plan shall be submitted for City's approval prior to implementation. Each phase must be fully independent and functional from each phase of the development especially considering onsite utility connections such as sewer, water, electric power, gas, drainage, handicap access ramps and communications utilities, among others. Each phase shall have at least two points of access and construction traffic shall not be mixed with residents' traffic.
- 30.77 The requirements for undergrounding overhead utility lines shall be implemented prior to occupancy.
- 30.78 All phases shall comply with the conditions set forth for the Tentative Map.
- 30.79 Adequate drainage/erosion control shall be provided at all times during each phase of the development (including model/sales trailer sites). Submit appropriate erosion control plans to the Public Works Director for approval.
- 30.80 The location of the temporary access road each phase shall be approved by the Public Works Director and it shall be paved to the satisfaction of the Public Works Director and County Fire Chief.
- 30.81 Prior to occupancy in each phase, Owner/Developer shall complete the following minimum improvements:
- a. Complete finish grading of all parcel/lots including submittal of grading certification to the Public Works Department.
  - b. Complete all underground utilities and their service lines for each unit.
  - c. Complete curb and gutter, sidewalk, street lighting, and street paving.
  - d. Provide "as-built" plans.

#### 40.0 Police Department

- 40.1 The approved conditions shall be retained on the premises at all times and produced immediately upon request of the Upland Police Department, and City Planning.
- 40.2 A 6-month review/inspection shall be conducted to ensure permittee's compliance with all operating conditions.
- 40.3 Prior to the issuance of building permits, the project must be enclosed with a 6-FT. high chain link fencing to prevent access to construction areas by the public and to minimize theft of building materials and equipment. All fencing and gates shall meet the approval of the Fire Department and Police Department.
- 40.4 Graffiti abatement by the business owner/licensee shall be immediate and ongoing on the licensed premises, but in no event shall graffiti be allowed unabated on the premises for more than 48 hours. Abatement shall take the form of removal or shall be covered/painted over with a color reasonably matching the color of the existing building, structure, or other surface being abated. Additionally, the business owner/licensee shall notify the City within 24 hours of any graffiti elsewhere on the property not under the business owner/licensee's control so that it may be abated by the property owner.
- 40.5 The Developer, builder, contractors, sub-contractors, and any other persons associated with this project shall adhere to the Upland Municipal Code (UMC) dealing with unnecessary noises under section 9.40.100. Furthermore, prior to the beginning of construction, a sign shall be posted at the entrance of the property educating everyone entering as to the authorized construction times and failure to comply with such requirements will result in an immediate citation for violating the aforementioned UMC section.
- 40.6 Units with front and rear drive access shall affix or paint address numbering/lettering in a conspicuous location, free from plant obstruction, and readily visible to emergency services personnel on both front and rear accesses.
- 40.7 Prior to occupancy all private streets, parking areas, parking lots, and driveways shall be dedicated for off-road traffic, fire lane, soliciting, handicap, and loitering enforcement. The applicant must submit a written request to the City Clerk asking that a resolution from the City Council allow Police Enforcement of the above violations on the property. Once the resolution has been obtained, a sign shall be erected/posted at all access points stating the above listed locations and violations have been dedicated for enforcement by the Upland Police Department.

- 40.8 If security gates are desired at any access points to the project, the Police Department and Fire Department will be provided access by the Knox Submaster System. If gates are not electronically operated, a "KNOX" padlock may be substituted for electrically operated override systems.
- 40.9 All fencing and gates shall meet the approval of the Fire Department and the Police Department.
- 40.10 The applicant shall submit for review by the Police Department the design and specifications for all proposed lighting fixtures proposed for the buildings, drive aisles, parkways, parking areas, pathways, and surrounding areas within the development. The fixtures shall be reviewed for quality, aesthetics, illumination values, sustainability values such as LED and shall be decoratively and architecturally consistent with the building design. The number, location, height, style and design shall be reviewed and approved by the Police Department prior to issuance of building permits.
- 40.11 Prior to the issuance of Building Permits, the applicant shall submit a Photometric Study providing a minimum of two foot candle all around the structure and surveillance cameras all around the perimeter, common areas, and throughout the parking area, with the ability or resolution to make license plates discernable.
- 40.12 All exterior lighting lower than 12 feet from the ground level shall be enclosed in vandal-resistant covers.
- 40.13 Lighting shall be required in all area of public access.
- 40.14 Public parking areas and access thereto shall be provided with a maintained minimum of 2 foot candle power of light on the parking surface, from dusk to dawn, or as modified by the Chief of Police, based on documented proof that meeting the 2 foot candle power standard is impractical. Lighting shall be provided through the
- 40.15 A digital video surveillance system is required at the premise. It is recommended to have a surveillance video/visual media that shall be maintained for a minimum of sixty (60) days and upon request, shall be accessible to law enforcement personnel for viewing, copying and collection purposes during regular business hours. The system shall be able to make license plates discernable. The video system shall cover all ingress and egress points of public access areas such as guest parking lots, community clubhouse, pool area, and recreation areas.
- 40.16 Provide UPD with contact information of person responsible for maintaining video equipment/system and who has access to retrieve

and copy surveillance video. The surveillance video/visual media shall be remotely accessible to the Upland Police Department.

- 40.17 The applicant shall be responsible for maintaining the area adjacent to the premises over which they have control free of litter.
- 40.18 Applicant shall comply with 6404.S(b) of the Labor Code, which prohibits smoking within any place of employment.
- 40.19 All landscaping must adhere to the 2' 6' rule (all ground cover landscaping must be maintained no higher than 2' from ground level and all lower tree canopy must be maintained no lower than 6' in height from the ground level).
- 40.20 Any vehicles not parked legally may be cited and/or towed if it is in violation of the California Vehicle Code and/or Upland Municipal Code.

#### 50.0 San Bernardino County Fire Protection District (SBCo FD)

- 50.1 The development shall have a minimum of 2 points of vehicular access. These are for fire/emergency equipment access and for evacuation routes.
  - a. Single Story Road Access Width. All buildings shall have access provided by approved roads, alleys and private drives with a minimum twenty-six (26) foot unobstructed width and vertically to fourteen (14) feet six (6) inches in height. Other recognized standards may be more restrictive by requiring wider access provisions.
  - b. Multi-Story Road Access Width. Buildings three (3) stories in height or more shall have a minimum access of thirty (30) feet unobstructed width and vertically to fourteen (14) feet six (6) inches in height.
  - c. Parking on both sides of the street will be allowed, parking in the turning radius will not be permitted.

#### 50.2 Fire Access

- a. Provide approved Fire Apparatus Access Roadways (Fire Lanes) in accordance with current Fire Code and Fire Department Standard A-1.
- b. Parking shall be allowed on one side of roadways that are a minimum of 32' in width but less than 40'.

#### 50.3 Additional Requirements

- a. In addition to the Fire requirements provided, other on site and of site improvements may be required which cannot be determined

from tentative plans at this time, and would have to be reviewed after more complete improvement plans and profiles have been submitted to the Fire Code Official.

50.4 Jurisdiction

- a. The referenced project is under the jurisdiction of the San Bernardino County Fire Department. Prior to any construction occurring on any parcel, the applicant shall contact the Fire Code Official for verification of current fire protection requirements. All new construction shall comply with the current San Bernardino County Fire Code requirements and all applicable statutes, codes, ordinances and standards of the Fire Department.

50.5 Building Plans

- a. Shall submit separate Building Plans to San Bernardino County Fire for any community/rec buildings on the site.

50.6 Fire Sprinklers Required

- a. Fire Sprinklers are required in all new SFR's. Fire sprinklers shall comply with NFPA 13D Standards or CRC R313 standards and SBCoFD Standard F-2.

50.7 Fire Access Roads

- a. All fire access roads in to this project shall meet San Bernardino County standards and CFC codes and shall be paved and all weather.

50.8 Addressing

- a. Premise and Building identification and addressing shall be a minimum of 12 inch in height. Single-Family Homes addresses shall be a minimum of 4 inches in height and shall be internally illuminated during the hours of darkness.

50.9 Interior/Exterior Fire Department Access

- a. Interior/exterior Fire Department access roadways/fire lanes shall be required per Fire Department Standard. If gates installed, must comply with Fire Department Standards.

50.10 Knox Switch

- a. All access gates shall require mechanical means for opening in event of power failure, shall not impinge on required clear width when fully open, and shall be equipped with Knox Box lock actuation devices.

50.11 Opticom

- a. Access gates shall be provided with an Opticom receiver capable of opening gates via decoding of the Opticom strobe signal transmitted by Fire, Police, and Ambulance units.

50.12 Approved Water Supply System

- a. An approved water supply system, complete with street fire hydrants complying with Fire Department Standard, shall be in place prior to any combustible construction.

50.13 Fire Flow

- a. Required fire flow for this project shall meet the minimum requirements established in the California Fire Code.
- b. Required flow is 1000 gpm at 20psi for a 2 hour duration for the SFR's. The required fire flow for any community/rec building on the site cannot be determined at this time based on the information submitted.

50.14 Proposal Changes

- a. Any changes to this proposal shall require new Fire Department condition letter.

50.15 Shall Comply

- a. Shall comply with all current Building, Fire Codes and Fire Department Standards requirements based on occupancy classification.

60.0 Building and Safety

60.1 Full Design to be in compliance with City of Upland Construction Codes.

60.2 Soils report is required at the time of plan check submittal.

60.3 Provide full compliance ADA parking, Site Accessibility, and Parking.

60.4 A Demolition permit of existing building will only be issued after new building plan submittal.

60.5 To the satisfaction of the Building Official, abatement reports required prior to building demolition.

## 70.0 Environmental

- 70.1 The applicant shall perform and comply with all required Mitigation Measures outlines in Section 5 of the approved Initial Study/Mitigated Negative Declaration. All required Mitigations Measures are included as Conditions of Approval.

### Required Mitigation Measures

#### 70.2 Air Quality

AQ-1: Prior to issuance of grading permits and/or construction permits, the Applicant shall provide to the City verification that all off-road diesel construction equipment greater than 150 horsepower (>150 HP) to be used for the Project shall comply with the Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 3 emissions standards during all construction phases. During construction, the City shall ensure that all construction equipment be tuned and maintained in accordance with the manufacturer's specifications. This measure shall be implemented to the satisfaction of the City Planning Division.

#### 70.3 BIOLOGICAL RESOURCES

BIO-1 A burrowing owl and nesting bird pre-construction clearance survey shall be conducted within three days prior to ground-disturbing activities. The survey shall encompass the entire area of Project-related ground disturbance. If no active avian nests and no burrowing owls are found during the clearance survey, no additional mitigation will be required.

If a special-status species is located during the survey, consultation with the local California Department of Fish and Wildlife (CDFW) representative shall occur to determine what avoidance actions are required. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall be redirected around the nest(s). As determined by the City Planning Division, a qualified biologist shall delineate the boundaries of any such buffer area. The buffer shall be sufficient to ensure that nesting behavior is not adversely affected by the construction activity. For listed and raptor species, this buffer may be expanded to up to 500 feet from the active nest at the discretion of the qualified biologist in consultation with the City Planning Division and CDFW.

The biologist shall have the authority to temporarily halt construction if it occurs within an established avian buffer or if new nesting activity occurs and a new buffer is required. Encroachment into buffers around active nests must be conducted only at the discretion of the biologist. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within

the buffer area may occur or resume at the discretion of the qualified biologist in consultation with the City Planning Division and CDFW. Upon completion of construction monitoring, the biologist shall prepare a report of findings documenting the results of the recommended protective measures described above to document compliance with applicable State and federal laws pertaining to the protection of nesting birds. This measure shall be implemented to the satisfaction of the City Planning Division.

#### 70.4 CULTURAL RESOURCES

CUL-1 In the event that pre-contact cultural resources are discovered during project activities, all work in the immediate vicinity of the of the find (within a 100-foot buffer) shall cease and a qualified archaeologist meeting Secretary of the Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resource Department (SMBMI) shall be contacted as detailed within Mitigation Measure TCR-1, if any such find occurs and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regard to significance and treatment.

If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the SMBMI for review and comment, as detailed in Mitigation Measure TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code Section 7050.5 and that code enforced for the duration of the project.

#### 70.5 GEOLOGY AND SOILS

Standard Condition G-1: Prior to the approval of grading and/or building permits, the Applicant shall provide evidence to the City for review and approval that on-site structures, features, and facilities have been designed and will be constructed in conformance with applicable provisions of the most current edition of the CBC at the time of construction and the recommendations cited in Section 5 of the Project-specific Geotechnical and Infiltration Evaluation. Geotechnical recommendations include, but are not limited to, remedial earthwork and/or ground improvement to provide a sufficient layer of engineered fill or densified soil beneath the structural footings/foundations, as well as proper surface drainage devices and erosion control. Verification

testing must be performed upon completion of ground improvements to confirm that the compressible soils have been sufficiently densified. This condition shall be implemented to the satisfaction of the City Building and Safety Division.

GEO-1 Prior to the issuance of grading permits, the maximum depth of ground-disturbing activities shall be provided to the City. If ground disturbance in excess of 15 feet is required, the Applicant shall provide evidence to the City that a qualified paleontologist has been retained. Upon review of Project materials, the qualified paleontologist shall identify those areas of the Site that require monitoring.

In the event that paleontological resources are unearthed during ground-disturbing activities, the qualified paleontologist shall halt or redirect ground-disturbing activities away from the vicinity of the find so that the find can be evaluated by a qualified paleontologist. A buffer area shall be established around the find within which construction activities shall not be allowed to continue. The buffer area parameters will be determined by the Project paleontologist in consultation with the City and Project proponent, but shall not be less than 100 feet. Work shall be allowed to continue outside the buffer area. The paleontologist shall determine the need for paleontological construction monitoring in the vicinity of the find thereafter.

All paleontological resources unearthed by Project construction activities shall be evaluated by a qualified paleontologist. At the paleontologist's discretion, and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing and evaluation of the find. The Project proponent shall coordinate with the paleontologist and the City to develop an appropriate treatment plan for the resources. Preservation in place (i.e., avoidance) shall be considered the preferred treatment measure. If preservation in place is not feasible, treatment may include the implementation of paleontological data recovery/salvage excavations to remove the resource from the Project Site along with subsequent laboratory processing and analysis of the fossil specimens.

Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated for final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the San Bernardino County Museum, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school.

Following the completion of the above measures, the paleontologist shall prepare a report summarizing the results of the monitoring and

salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the Project proponent to the City, the San Bernardino County Museum, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures. This measure shall be implemented to the satisfaction of the City Planning Division.

#### 70.6 HYDROLOGY AND WATER QUALITY

HYD-1 Prior to the issuance of a grading permit, the Applicant shall file and obtain a Notice of Intent (NOI) with the Regional Water Quality Control Board (RWQCB) in order to be in compliance with the National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit for discharge of surface runoff associated with construction activities. Evidence that this NOI has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City for coverage under the NPDES General Construction Permit. The NOI shall address the potential for an extended and discontinuous construction period based on funding availability. This measure shall be implemented to the satisfaction of the City Public Works Department and Planning Division as appropriate.

HYD-2 Prior to the issuance of a grading permit, the Applicant shall submit to and receive approval from the City of Upland of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire demolition, grading, and construction period. In addition, the SWPPP shall emphasize structural and nonstructural Best Management Practices (BMPs) to control sediment and non-visible discharges from the Site. The SWPPP will include inspection forms for routine monitoring of the Site during demolition and construction phase to ensure National Pollutant Discharge Elimination System (NPDES) compliance. The SWPPP will be kept on site for the duration of Project demolition and construction and will be available to the local Regional Water Quality Control Board (RWQCB) for inspection at any time. Project BMPs may include (but shall not be limited to) the following:

- Sediment discharges from the Site may be controlled by the following: sandbags, silt fences, straw wattles and temporary basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs will be periodically inspected during construction and repairs will be made when necessary as required by the SWPPP.
- Materials that have the potential to contribute to non-visible pollutants to storm water must not be placed in drainage ways and must be contained, elevated, and placed in temporary storage containment areas.

- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected in a reasonable manner to eliminate any discharge from the Site. Stockpiles will be surrounded by silt fences and covered with plastic tarps.
- In addition, the construction contractor shall be responsible for performing and documenting the application of BMPs identified in the SWPPP. Weekly inspections shall be performed on sandbag barriers and other sediment control measures called for in the SWPPP. Monthly reports and inspection logs shall be maintained by the contractor and reviewed by the City of Upland and the representatives of the State Water Resources Control Board. In the event that it is not feasible to implement specific BMPs, the City of Upland can make a determination that other BMPs will provide equivalent or superior treatment either on or off Site.

This measure shall be implemented to the satisfaction of the City Public Works Department and Planning Division as appropriate.

HYD-3 Prior to the issuance of a grading permit, the Applicant shall submit a Final Water Quality Management Plan (WQMP) to the City of Upland for review and approval. Prior to grading permit approval, the Project shall provide evidence that the Project design features identified in the Final WQMP have been fully incorporated into the Project plans. In accordance with the *Technical Guidance Document for Water Quality Management Plans* prepared for the County of San Bernardino Areawide Stormwater Program, National Pollutant Discharge Elimination System Permit Number CAS618036, Order Number R8-2010-0036, the Final WQMP shall confirm performance standard calculations for each of the Project Site's drainage areas. Specifically, the Final WQMP shall detail low impact development (LID) best management practices (BMPs) designed to retain the Project Site's minimum storm water treatment capacity and design capture volume to ensure post- development storm water runoff volume or time of concentration for the 2-year frequency storm shall not exceed that of the pre-development condition by more than five percent. The proposed LID BMPs specified in the Final WQMP shall be incorporated into the grading and development plans submitted to the City for review and approval. Periodic maintenance of any required BMPs, including landscaped areas, during Project occupancy and operation shall be in accordance with the schedule outlined in the WQMP. This measure shall be implemented to the satisfaction of the City Public Works Department and Planning Division as appropriate.

## 70.6 NOISE

Standard Condition N-1: Construction activities occurring as part of the Project shall be subject to the limitations and requirements of Section 9.40.100(M) of the City Municipal Code, which states that construction activities may occur between 7:00 a.m. and 6:00 p.m., Mondays through Fridays. No construction activities shall be permitted outside of

these hours or on Saturdays, Sundays, and City holidays except in case of urgent necessity in the interest of public health and safety, and then only with a permit from the building inspector, which permit may be granted for a period not to exceed three days while the emergency continues, and which permit may be renewed for periods of three days or less while the emergency continues. If the building inspector should determine that the public health and safety will not be impaired by the erection, demolition, alteration or repair of any building or the excavation of streets and highways within the hours of 6:00 p.m. and 7:00 a.m., and if he or she shall further determine that loss or inconvenience would result to any party in interest, he or she may grant permission for such work to be done between the hours of 6:00 p.m. and 7:00 a.m., upon application being made at the time the permit for the work is awarded or during the progress of the work. This standard shall be implemented to the satisfaction of the City Building and Safety Division.

Standard Condition N-2: Prior to issuance of grading permits, the Applicant shall incorporate the following standards as notes on the grading plan cover sheet to minimize construction noise:

- Install sound dampening mats or blankets to the engine compartments of large mobile equipment (greater than or equal to 80,000 pounds) which are capable of a minimum 5 A-weighted decibels (dBA) noise reduction. The dampening materials must be capable of the minimum 5 dBA noise reduction and can be made of commercially-available sound dampening materials, including but not limited to polyurethane foam and vinyl sheeting.
- Project construction activities shall comply with the City of Upland Municipal Code requirements.
- Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project Site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project Site during all Project construction (i.e., to the northern center).
- The contractor shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

This standard shall be implemented to the satisfaction of the City Building and Safety Division.

## 70.7 TRIBAL CULTURAL RESOURCES

TCR-1 The San Manuel Band of Mission Indians (SMBMI) shall be contacted, as detailed in Mitigation Measure CUL-1, of any pre-contact cultural resource discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regard to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with the SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

TCR-2 Any and all archaeological/cultural documents created as part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the Applicant and City for dissemination to the SMBMI. The City and/or Applicant shall, in good faith, consult with the SMBMI throughout the life of the Project.

## 80.0 Review/Compliance

80.1 The Planning Commission may review the use 90 days, 180 days, and on an annual basis following the date of final inspection, or as needed at the discretion of the Development Services Director, to determine whether the applicant and operators are operating the use in a manner that is compatible with the community. The Planning Commission may establish additional conditions of approval that are necessary to eliminate any issues that arise from the operation of the use that adversely impact the public health, welfare, and safety, or may direct staff to initiate revocation proceedings. The conditional use permit may be revoked if the permittee, his agents or assigns, or employee(s) of the establishment, or any other person connected or associated with the permittee or his business establishment, or any person who is exercising managerial authority of the business establishment has:

- a. Violated any rule, regulation, or condition of approval adopted by the Planning Commission relating to the conditional use permit or contained in the Upland Municipal Code, or state or federal regulations. Violation of any provision of the Upland Municipal Code (UMC) or the conditions of approval set forth in this resolution, shall be deemed to constitute an infraction of the Upland Municipal Code, and shall be subject to the applicable fines and penalties, including the possibility of revocation of this permit.
- b. Conducted the operation permitted hereunder in a manner contrary to the peace, health, safety, and general welfare of the public, or in a manner which either generates or contributes to noise and/or health/sanitation nuisances, or which results in undesirable activities

that negatively affects adjacent properties or creates an increased demand for public services.

Section 3. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA). Pursuant to the California Environmental Quality Act (CEQA) Guidelines and the City's local Guidelines, an Initial Study and Mitigated Negative Declaration (IS/MND) was prepared pursuant to Sections 15063(c) and 15070 of the California Environmental Quality Act Guidelines and the City of Upland CEQA Guidelines to address the potential environmental effects of the proposed project. The IS/MND analyzed environmental impacts that would be potentially affected by the proposed project and determined that potentially significant impacts with respect to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Noise, and Tribal Cultural Resources, would be reduced to less than significant levels with the incorporation of mitigation measures imposed on the project.

Section 4. APPEAL. Pursuant to Upland Municipal Code Section 17.47.040, the decision of the Planning Commission may be appealed to the City Council provided that written notice of the appeal is filed with the City Clerk within ten (10) days following the date the decision was rendered, unless a longer appeal period is specified as part of the project approval. Failure to file a timely appeal shall constitute a waiver of the right of appeal, and the decision of the Planning Commission shall be final.

Section 5. INCONSISTENCY. If any section, division, sentence, clause, phrase or portion of this resolution or the document in the record in support of this resolution is determined by a court of competent jurisdiction to be invalid, unenforceable, unconstitutional or otherwise void, that determination shall not affect the validity of the remaining sections, divisions, sentences, clauses, phrases of this resolution.

Section 6. CERTIFICATION. The Secretary of the Planning Commission shall certify to the passage, approval, and adoption of this Resolution, and shall cause this Resolution and his certification to be entered in the Book of Resolutions of the Planning Commission of the City.

PASSED, APPROVED and ADOPTED this 22nd day of January, 2020.

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Robin Aspinnall, Chair

ATTEST:

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Robert D. Dalquest, SECRETARY

I HEREBY CERTIFY that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of Upland at a regular adjourned meeting thereof held on the 22nd day of January, 2020, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

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Robert D. Dalquest, SECRETARY

**Exhibit B – Planning Commission Packet  
from December 11, 2019**





## **PLANNING COMMISSION REPORT**

### **ITEM NO. 5**

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**DATE:** DECEMBER 11, 2019

**TO:** PLANNING COMMISSION

**FROM:** ROBERT D. DALQUEST, DEVELOPMENT SERVICES DIRECTOR

**PREPARED BY:** JOSHUA WINTER, ASSOCIATE PLANNER

**SUBJECT:** SPECIFIC PLAN NO. SPR-18-02, GENERAL PLAN AMENDMENT NO. GPA-18-04, ZONE CHANGE NO. ZC-18-04, TENTATIVE TRACT NO. 20245 (TT-18-03), SITE PLAN NO. SP-18-10, DESIGN REVIEW NO. DR-18-14, AND ENVIRONMENTAL ASSESSMENT REVIEW NO. EAR-0070 FOR CONSIDERATION OF A RESIDENTIAL SPECIFIC PLAN FOR THE DEVELOPMENT OF A GATED RESIDENTIAL COMMUNITY THAT CONSISTS OF 65 SINGLE-FAMILY DETACHED RESIDENTIAL UNITS AT A DENSITY OF 7.1 DWELLING UNITS PER ACRE AND ON-SITE ACTIVE AND PASSIVE RECREATIONAL AMENITIES TO BE PROVIDED WITHIN THE COMMON AREA OPEN SPACE ON AN EXISTING 9.2-ACRE PORTION OF THE 15<sup>TH</sup> STREET FLOOD CONTROL DETENTION BASIN INCLUDING MODIFICATIONS TO THE REMAINDER DETENTION BASIN.

---

### **REQUEST**

The applicant has requested the establishment of a Residential Specific Plan for the development of a gated residential community that consists of 65 single-family detached residential units at a density of 7.1 dwelling units per acre with on-site active and passive recreational amenities provided within the common area open space on an existing 9.2-acre portion of the 15<sup>th</sup> street flood control detention basin. The Project includes modifications (including relocation of existing basin infrastructure) to the existing basin to accommodate the residential site and maintain a fully operational flood control and retention facility on the remaining 11.1 acres of the basin area. The request includes the following applications:

Specific Plan (SPR-18-02) to establish site specific development standards and design guidelines.

General Plan Amendment (GPA-18-04) to amend the Land Use Designation from Public Utilities – Flood Control (PU-FC) to Specific Plan (SP).

Zone Change (ZC-18-04) to amend the Zoning from Public – Flood Control (P-FC) to Specific Plan (SP).

Tentative Tract No. 20245 (TT-18-03) to subdivide one (1) parcel into 65 numbered lots and ten (10) lettered lots, consisting of private streets and common open space.

Site Plan (SP-18-10) to establish the site layout consistent with the development standards identified within the Specific Plan.

Design Review (DR-18-14) to establish the architectural design of the proposed residential units, landscaping design, open space design and amenities.

Environmental Assessment Review (EAR-0070) to evaluate project impacts to the environment, and review the Initial Study and Mitigated Negative Declaration and to adopt appropriate mitigation measures to ensure project compliance with the California Environmental Quality Act (CEQA).

**SYNOPSIS**

<i>Applicant:</i>	FH II, LLC
<i>Representative:</i>	Tim Nguyen
<i>Property Owner:</i>	The Colonies Partners L.P.
<i>Property Location:</i>	The project site constitutes a 9.2-acre portion of an the existing 15th street flood control detention basin located north of E. 15 <sup>th</sup> Street, south of the Upland Hills Golf Course, east of Campus Avenue and west of grove avenue. The project site is further described as Assessor’s Parcel Numbers 1045-121-04 and 1045-151-35.
<i>Existing General Plan Land Use Designation:</i>	Public Utilities – Flood Control (PU-FC)
<i>Existing Zoning Classification:</i>	Public – Flood Control (PB-FC)
<i>Site Size:</i>	9.2 Acres ( remainder basin to be 11.1 Acres)
<i>Building/Suite Size:</i>	Proposed Single Family residential ranging From
<i>Access:</i>	15 <sup>th</sup> Street
<i>Existing Conditions:</i>	Flood Control Detention Basin

<i>Surrounding Land Uses:</i>	<b>Direction</b>	Land Use	General Plan	Zone
	<b>North</b>	Multi-family Residential and Golf Course	SP	SP
	<b>East</b>	Flood Control Basin	PU-FC/R	PB-FC
	<b>South</b>	Single-family Residential	SFR-L and SFR-M	RS-7.5 and RS-10
	<b>West</b>	Single-family Residential	SFR-L	RS-7.5
See Exhibit A – Vicinity Map				
<i>Previous Applications/Entitlements:</i>	N/A			

**AUTHORIZATION/GUIDELINES**

Upland Municipal Code Section 17.43.050 E. requires that if one or more permit application is submitted concurrently for a single proposed project, each application shall be acted upon concurrently by the highest review authority. In this case, the highest review authority is the City Council. Therefore, the City Council will take action on the project. The Planning Commission role in this case, is to make a recommendation to the City Council.

**PUBLIC NOTICE**

This project included multiple modes of notifying the public, in accordance with Upland Municipal Code (UMC) Section 17.46.020.

1. Notice of Filing Signs (4) were posted at the project site in August of 2019, and staff posted the Notice of Public Hearing on the signs on Wednesday, November 27, 2019.
2. On November 13, 2019, a Notice of Availability/Notice of Intent for the Draft Initial Study and Proposed Mitigated Negative Declaration (IS/MND) was published in the Daily Bulletin, a notice was mailed to all property owners within 1,500 feet of the project site resulting in approximately 1,100 property owners surrounding the project site, and a notice was mailed to all agencies, organizations that may have an interest in the project (e.g. San Antonio Water Company, Upland Unified school District, Utility companies).
3. On November 27, 2019, a Notice of Public Hearing was mailed to all property owners within 1,500 feet of the project site. This resulted in a total of approximately 1,100 property owners being noticed.

4. The Public Hearing Notice was also published in the Inland Valley Daily Bulletin on November 29, 2019 and posted in 2 physical locations (Upland City Hall and Upland Library) on November 27, 2019.

## **PROJECT BACKGROUND**

### **Public Comments regarding Initial Study and Mitigated Negative Declaration**

On November 13, 2019, a Notice of Availability/Notice of Intent for the Draft Initial Study and Proposed Mitigated Negative Declaration (IS/MND) Circulated. In response, the City Received comments from 11 individuals, after the project was publicly noticed on November 27, 2019.

One specific comment, received from Bill Rodstrom, who claims to be former U.S. Fish & Wildlife Service biologist, argues the existing Sage Scrub habitat of the proposed project includes habitat for the resident Coastal California Gnatcatcher, which is listed as a Threatened Species under the Endangered Species Act. Mr. Rodstrom goes on to say that he has seen and/or heard this species virtually every time he has visited the site. This is in contrast to the Biological Report of the project, which argues the site does not support suitable habitat for the species. As such, additional time is needed to respond to this comment.

In addition to Mr. Rodstrom's comments, additional time is needed to respond to the remainder comments provided by surrounding residents.

Due to the status of the response to public comments mentioned above for the Project, the Planning Division recommends to hold the public hearing for the project, but to continue the item to the next regularly scheduled Planning Commission hearing so the environmental issues can be addressed prior to action being taken.

### **Site Background**

The 15th Street Basin is a functioning portion of a flood control system that originally extended from a dam in what is now the Colonies Specific Plan area. With more recent storm drain improvements in the Colonies, much of the storm water drainage that previously flowed into the 15th Street Basin was diverted, so there is no need for the entire 20.27 acres to be used for flood control purposes.

Development Agreement DA-02-01, was approved by the City Council on September 24, 2002, along with the associated entitlements, to allow the development the Colonies at San Antonio. Section 4.10 of the Development Agreement requires the City to pay the Colonies \$5 million dollars to assist in the City's fair share cost for increasing the capacity for various streets and the capacity of various storm and sewer facilities to serve an area larger than the Colonies Specific Plan area. However, soon after DA-02-01 was approved, it was determined that the City could not afford the \$5 million dollar payment.

On December 22, 2003, the City Council approved the first amendment to the Development Agreement. Specifically, this first amendment to the Development Agreement modified Section 4.10, to allow the City to pay the Colonies \$1.5 million from Measure I funds and for the remaining \$3.5 million, the City granted the Colonies a 10-year term for their first right of refusal to explore and identify a potential project before acquiring a portion of the 15th Street Basin property. Section 4.10 went on to require that the City would determine the portion of the 15th Street Basin that is no longer needed for flood control purposes, and could therefore be developed. This property could then transfer to the Colonies for the sum of one dollar, in exchange for the Colonies waiving the City's required payment of \$3.5 million dollars. The 10-year term expired on January 21, 2014.

Subsequently, on February 9, 2015, the City Council approved a second amendment to the Development Agreement, allowing the 10-year term to explore and identify a community enhancing development on a portion of the 15th Street Basin property, be extended until January 21, 2018.

As a result of the aforementioned, The Colonies Partners requested a Quitclaim Deed to transfer 9.2 acres of the overall 20.3 acres of the 15th Street Storm Basin, pursuant to Section 4.10, of said Development Agreement. Public Works staff reviewed and accepted a drainage study for the 15th Street Basin prepared by Madole & Associates. This study identifies that of the 20.3 acre site constituting the 15th Street Basin, that only 11.1 acres are necessary for future flood control purposes due to the previous construction of an additional storm water retention basin in the Colonies and the construction by the Army Corps of Engineers, of a concrete drainage channel along the eastern edge of the Colonies project. Based on the drainage study, 9.2 acres of land in the 15th Street Basin area was transferred to the Colonies Partner for future development.

## **ANALYSIS**

### **General Plan and Zoning**

The Project includes a General Plan Amendment (GPA) to change the General Plan Land Use Map designation for the Site from Public Flood Control/Recharge (FC/R) to Villa Serena Specific Plan (SP), which will allow for residential land use development at a density of 7.1 dwelling units per acre generally consistent with the surrounding residential single-family low (SFR-L) and single-family medium (SFR-M) located south of the Site and the Upland Hills Country Club SP located north of the Site. Adoption by the City of the Specific Plan by ordinance will change the City's zoning map for the City from Public (PB-FC) to "Villa Serena Specific Plan." (See Exhibit B – Current General Plan and Zoning Designation)

The Villa Serena Specific Plan document (See Exhibit C – Villa Serena Specific Plan) identifies consistency with the General Plan elements including the Land Use Element, Community Character and Urban Design Element, Economic Sustainability Element, Circulation Element, Open Space and Conservation Element, Public Services and

Facilities Element, Healthy Community Element and the Safety Element. Analysis is provided in Section 6 of the Villa Serena Specific Plan document.

### **Specific Plan**

State of California Government Code, Title 7, Division 1, Chapter 3, Article 8, Section 65450-57, grants authority to cities to adopt specific plans for purposes of implementing the goals and policies of their general plans. The Government Code specifies that specific plans may be adopted either by resolution or by ordinance and that the specific plan must be consistent with the General Plan. The Government Code sets forth the minimum requirements and review procedures for specific plans including provision of a land use plan, an infrastructure and public services plan, criteria and standards for development, and implementation measures.

The Specific Plan serves as the legal document to implement the General Plan land use designation for the Project Site of Villa Serena Specific Plan (SP) and provides the zoning for development of the Project Site as a residential community at a density of 7.1 dwelling units per acre. The Specific Plan establishes land use and development regulations designed to govern development of the Project Site. In instances where the Specific Plan is silent, regarding a specific development standard or procedure for implementing the Specific Plan, the Upland Municipal Code Zoning Code Title 17, (Planning and Zoning) shall prevail. The Specific Plan provides a "blueprint" for development of the Project establishing permitted uses, a land use plan, the development requirements, and design criteria for land development as set forth herein.

### **Tentative Tract Map and Site Plan**

The proposed Tentative Tract Map will subdivide the one (1) 9.2 acre parcel into 65 numbered lots and ten (10) lettered lots, consisting of private streets and common open space. The numbered lots will be a minimum of 3,337 square feet, 47 feet in width and 71 feet in depth. (See Exhibit D – Tentative Tract Map)

The projects layout consists of a central private street with homes on both the north side and south side of the street. Homes on the south-west portion of the project site are buffered from 15<sup>th</sup> Street by a 20 to 30 feet wide landscaped easement. The easement contains needed inlet/outlet pipes for the basin. Homes at the south-east area of the project site will be located behind existing residential homes that face onto 15<sup>th</sup> Street. The existing homes rear yards will back up to a 50 foot wide open space walking path and landscaped area. Homes on the north side of the site will have the rear yards facing onto the Upland Hills Golf Course.

Each home will have front door and garage access off of the private street with front door access located off of the private street. Each home will have a minimum 10 foot front-yard setback to the living area, and 19 foot setback to the garage. Minimum 5 foot side-yard setbacks and a minimum 15 foot rear-yard setbacks (rear yard patio covers may have a 5 foot rear yard setback) are also provided. (See Exhibit E – Site Plans)

## Architecture

Three separate and distinct architectural styles have been selected for the Site. They include Spanish, Italianate, and French Country. The Project will also include 3 different models, with each model having an iteration of one of the 3 architectural designs. In addition to the 3 models and 3 architectural designs, the applicant has proposed 3 paint schemes for each style. All homes are proposed to be 2-stories. This results in a wide array of variation in colors, materials, textures that create a varied street scape. Some details of the architectural designs include:

Spanish. Distinguishing features of this style include smooth stucco walls, chimneys with distinctive hoods, s-tile roofs, decorative wrought iron and gable ends.

Italianate. Distinguishing features of this style include low-pitched hip roofs, decorative eave brackets, horizontal banding, round columns, and arched elements.

French Country. Distinguishing features include a steeper roof slope than other styles which provides for a diverse street scene corbels, shutters, and window shelves. Stone veneer surrounds, and decorative gable ends are incorporated for texture and color accompaniments.

Additional Design features that encompass each architectural style include varied roof lines, including gable and hip roofs, first floor design features including trellises and first floor roofing that break up the 2 story massing. The designs include forward living space with garages setback to create depth and avoids flat facades. High quality materials such as concrete cast or wood molding around doors and windows will be provided throughout each architectural style. Stucco banding and shutters are also employed to add color and texture. (See Exhibit F – Architectural Plans)

In addition to the elements identified in the Architectural exhibits, the Planning Division has included a Conditions of Approval requiring additional elevation enhancements (e.g. shutters, window trim, etc) be provided on the second level of homes facing onto the Golf Course and 15<sup>th</sup> Street.

## Floor Plans

As mentioned above, the project will include 3 different models. The models include the following details:

Plan #	Plan Size (SF)	Number of Bedrooms	Number of Bathrooms
1	2,159 SF	4 or 3 + Loft	3
2	2,374 SF	5 or 4 + Loft	3
3	2,591 SF	5 or 4 + Loft	3

## Landscaping

The Villa Serena Specific Plan, Section 4 provides design criteria for on-site landscaping. The landscape design requirements encompasses "hardscape"

elements such as entry monuments, signage, walls, fences, gates, paving, recreation and picnic equipment, as well as "softscape" elements such as trees, shrubs, vines and ground cover. Design requirements include California native/drought tolerant trees, plant and ground covers. The builder will install groundcover and appropriate shrubs and trees in the front yards of homes within residential areas, with the rear yards being homeowner installed. Installation of automatic irrigation within the front yards of all residential areas, common open space areas and perimeter will also be provided by the home builder. Prior to the issuance of construction permits, the applicant is required to submit, for review and approval, landscape plans for the project. Landscape plans will include all open space areas, common landscaped area, right-of-way landscaping and typical front yard landscaping.

At project build-out, the HOA will maintain all landscaping within open space area's and perimeter landscaping, including landscaping installed within the right-of-way along 15<sup>th</sup> street.

As conditioned, a wall and fence plan is required prior to the issuance of building permits. The perimeter wall, as conditioned will be a split face block wall with a decorative cap and columns will be provided around the perimeter of the project site, including the project boundary between the open space area/ walking path and the existing residences to the south. Walls are also required in all places in public view, including around open space areas, side yards and street side yards, etc. Prior to the issuance of construction permits, the applicant is required to submit a wall and fence plan, for review and approval, for the project.

### **Open Space**

The Project provides approximately one acre (42,266 square feet) of common area open space. A 0.75-acre recreation area is planned with a community pool, pool house with restrooms, and areas improved with picnic tables, a children's play area, and barbeque and picnic areas. Four individual pocket parks totaling 9,526 square feet are planned for passive recreation uses by residents. The smallest pocket park is approximately 1,700 square feet and the largest is approximately 3,550 square feet. The pocket parks are accessible from Project sidewalks and will include shady landscape areas with benches, picnic tables, and children's play areas. (Please see Exhibit G – Open Space Plan)

### **Parking and Circulation**

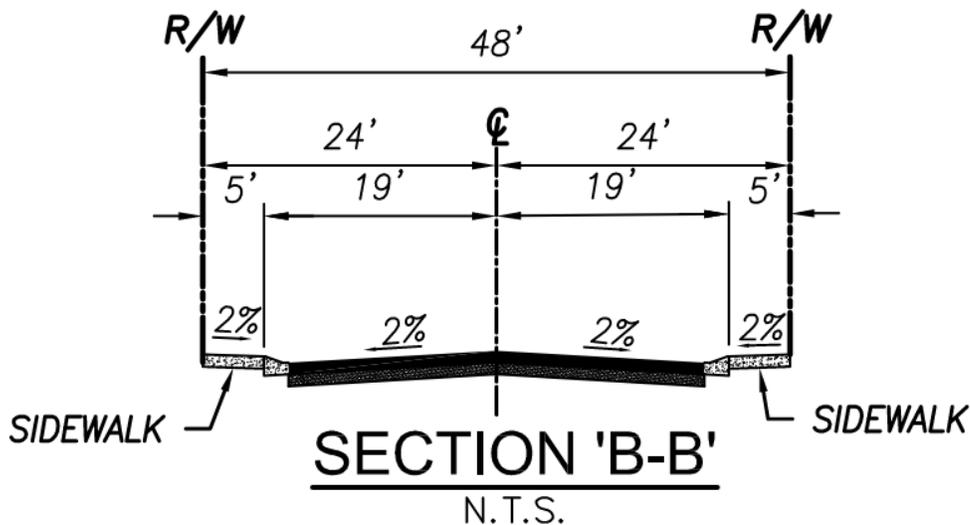
Each residence will be provided a two car garage, which totals 130 parking spaces. Street parking will also be available throughout the project site, totaling 46 spaces. With all forms of parking provided, the project is anticipated to provide adequate parking for residents and guests.

Access for residents to the Project Site is provided from 15th Street at two locations. A primary gated community entry for the Project is located at the easterly Project boundary adjacent to existing residential uses. The gated entry will be inclusive of enhanced paving, landscaping and decorative tubular steel gate. Residents will open

the gate via fob, with guests operating the gate via code. A second gated entry is provided from 15th Street at the westerly boundary of the Project. Emergency vehicle access is provided at both entries along 15th Street, but the gate at the westerly boundary of the site will not allow for guest access.

An internal private two way street system provides primary circulation within the Project Site serving residential dwellings and the common area open space. The total right of way width through most of the project will be a total of 48 feet, and will be inclusive of 5 foot sidewalks on both sides of the street and a 38 foot roadway (with a 1 foot curb adjacent rolled curb) (See Figure 1 Below). Parking is allowed on both sides of the street in these areas, with exception of required fire lane areas around the primary open space area. The roadway will narrow around the primary open space area to 32 feet and parking will only be allowed on one side of the street. The road will also narrow to 26 feet at the westerly entrance, and the roadway at the easterly entry to the basin. All streets are planned as private roadways.

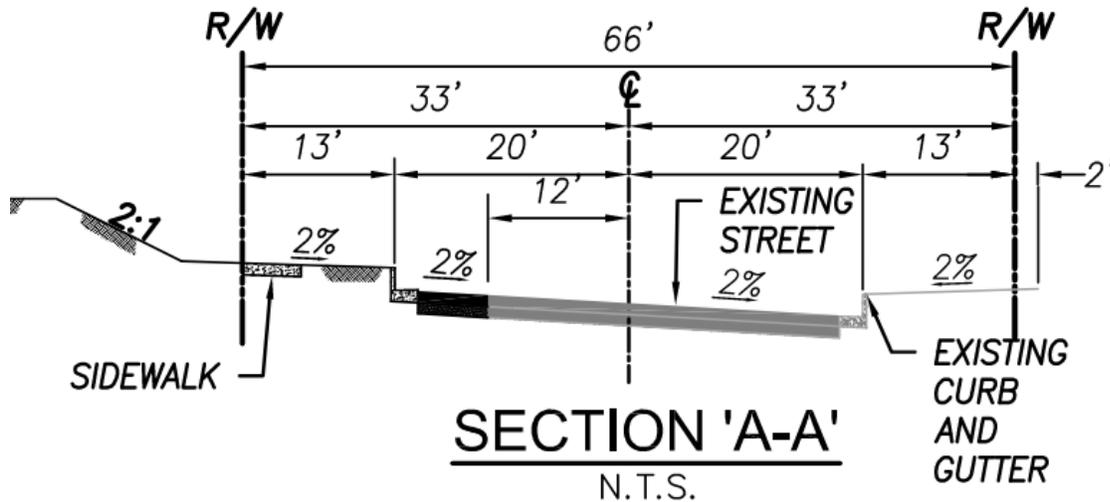
Figure 1



Maintenance crews serving the remaining Upland Basin flood control and detention basin are provided vehicular access to the westerly boundary of the basin through the Project within the internal street system. A service road and gate are located at the easterly boundary of the Project Site for maintenance vehicles to access the basin.

Ultimate right of way improvements for 15<sup>th</sup> Street include 40 feet of paved travel area with a 5 foot wide sidewalk and an 8 foot wide landscaped parkway on each side of 15th Street for a total right of way of 66 feet. As part of the Project the developer will construct an additional 8 feet of travel area, a new 5 foot sidewalk and an 8 foot wide landscaped parkway within the existing right of way adjacent to the Project Site. See Figure 2.

Figure 2



Pedestrian circulation will be provided by sidewalks throughout the site. Sidewalks provide access to all open space areas, including the linear walking path at the south-east of the project site. The connection of the Project to the public walkway system is provided at both entries to the project on 15<sup>th</sup> Street. This connects the project site to the greater community and provides for a bicycling and pedestrian friendly environment.

### Basin Modifications

In 2017, the consulting firm of Madole and Associates, Inc. prepared a Drainage Study in the City of Upland for the 15th Street Basin. Based on the analysis, the study determined that a surplus parcel of 9.2 acres, located on the westerly end of the existing basin could be created, and that the remaining basin area of 11.1 acres would be sufficient for flood control operations without demonstrably impacting downstream facilities. The modifications to the basin will include filling the 9.2 portion of the residential development, and reconfiguration of the remaining 11.1 acres making the bottom of the basin deeper, and modification of the inlet/outlet structures which include the following:

1. Extension of the basin inlet pipe currently located at the north-west corner of the basin will be extended approximately 1900 linear feet through the south side of the project into the modified basin.
2. An existing local inlet pipe located approximately 300' east of the Project Site's easterly boundary will be routed through the Project Site to the modified basin.
3. An existing concrete channel located approximately 60' west of the eastern edge of the Project Site will be picked up in a new pipe and routed through the Project Site into the modified basin.

4. The basin outlet pipe will be extended approximately 1800 feet The proposed pipe from the southeast corner of the modified basin westerly to the proposed Project main entry, then south into 15<sup>th</sup> Street and west along 15th Street connecting to the existing outlet pipe.
5. An Emergency Spillway will be constructed at the intersection of Grove Avenue and the Basin

For additional details, Please see Exhibit H – Storm Drain Plans.

### **ENVIRONMENTAL ASSESSMENT**

An Initial Study and Mitigated Negative Declaration (IS/MND) was prepared pursuant to Sections 15063(c) and 15070 of the California Environmental Quality Act Guidelines and the City of Upland CEQA Guidelines to address the potential environmental effects of the proposed project. The IS/MND analyzed environmental impacts that would be potentially affected by the proposed project and determined that potentially significant impacts with respect to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Noise, and Tribal Cultural Resources, would be reduced to less than significant levels with the incorporation of mitigation measures imposed on the project. (See Exhibit I - Initial Study/Mitigated Negative Declaration).

### **Traffic**

A Traffic Impact Analysis was prepared for the project to determine if any impacts would be caused by the project. The analysis specifically looked at both Trip Generation and Level of Service (LOS) to determine if any impacts would be created. Trip generation rates are calculated using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition) for Land Use 210 "Single Family Detached." The Proposed Project is anticipated to generate a net total of 623 trip-ends per day with 50 a.m. peak hour trips and 65 p.m. peak hour trips. With the knowledge of the trips generated by the project, that data was applied in the LOS analysis. The LOS analysis looked at multiple intersections surrounding the project including prepared and included the following seven Intersections:

1. Campus Avenue & 14th Street;
2. Driveway 1 & 15th Street (Future Intersection);
3. Driveway 2 & 15th Street (Future Intersection);
4. Alta Avenue & 15th Street;
5. Alta Avenue & 14th Street;
6. Alta Avenue & Foothill Boulevard (State Route 66); and
7. Grove Avenue & Foothill Boulevard (State Route 66).

Results of the Analysis show that all study area intersections currently operate at satisfactory LOS under existing conditions and are forecast to continue to operate at satisfactory LOS with the construction of the project. For Additional Information,

please review section 3.3.17 and Appendix I of the Initial Study/Mitigated Negative Declaration.

### **RECOMMENDED ACTION**

The Planning Division recommends that the Planning Commission continue the Public Hearing until the next regularly scheduled Planning Commission Meeting so the environmental issues can be resolved.

### **MOTION**

- Move to continue the item to the next regularly scheduled Planning Commission Meeting on January 22, 2019.

### **EXHIBITS**

Exhibit A: Vicinity Map  
Exhibit B: General Plan and Zoning  
Exhibit C: Villa Serena Specific Plan  
Exhibit D: Tentative Tract Map  
Exhibit E: Site Plans  
Exhibit F: Architectural Plans  
Exhibit G: Open Space Plan  
Exhibit H: Storm Drain Plans  
Exhibit I: Initial Study/Mitigated Negative Declaration

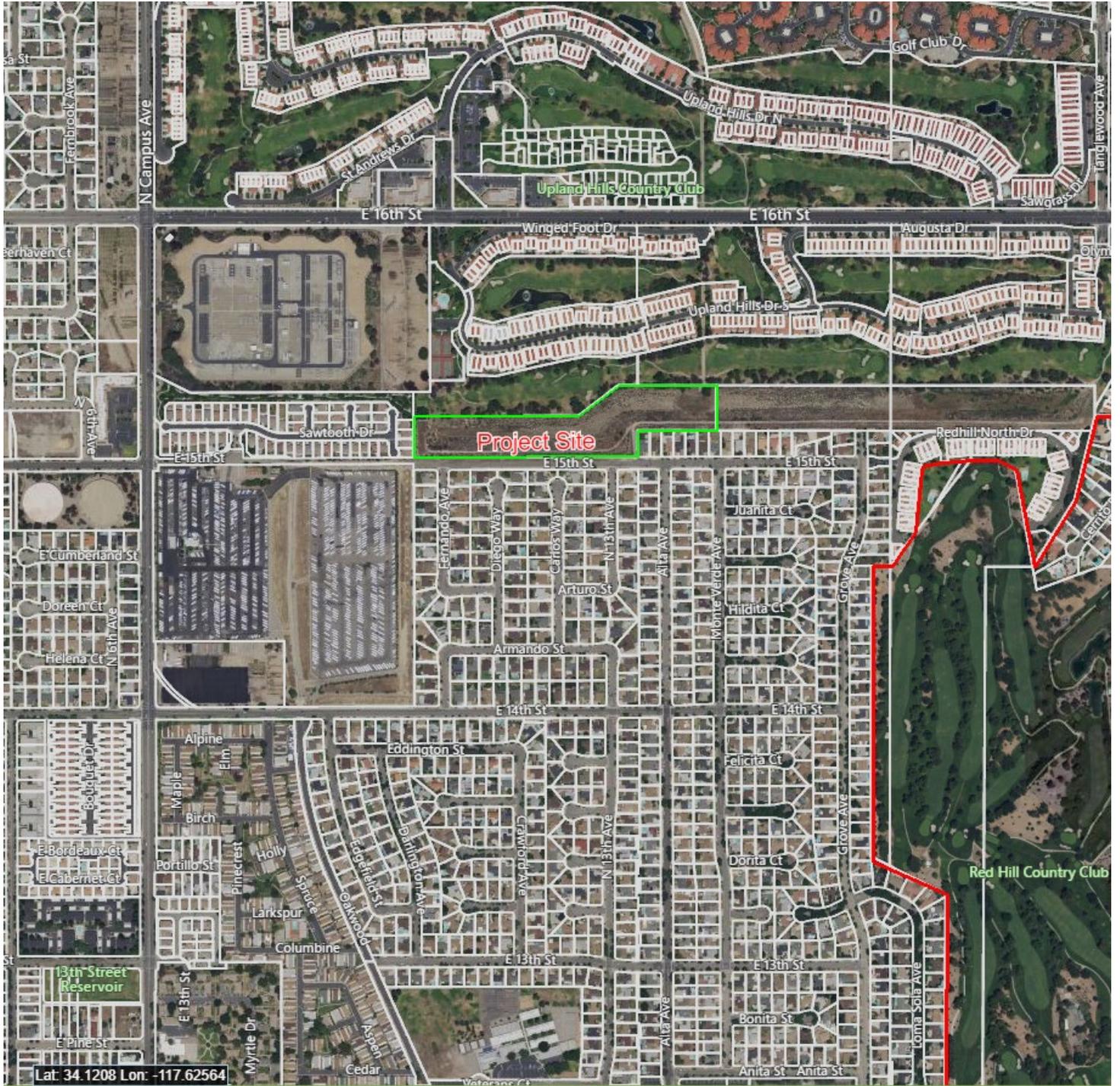
EXHIBIT I can be found at the link here:

<https://www.uplandca.gov/uploads/files/DevelopmentServices/Environmental%20Review%20Documents/SPR-18-02%20Villa%20Serena%20Draft%20IS-MND%20with%20appendicies%20A-I.pdf>

## **Exhibit A – Vicinity Map**



# Exhibit A - Vicinity Map

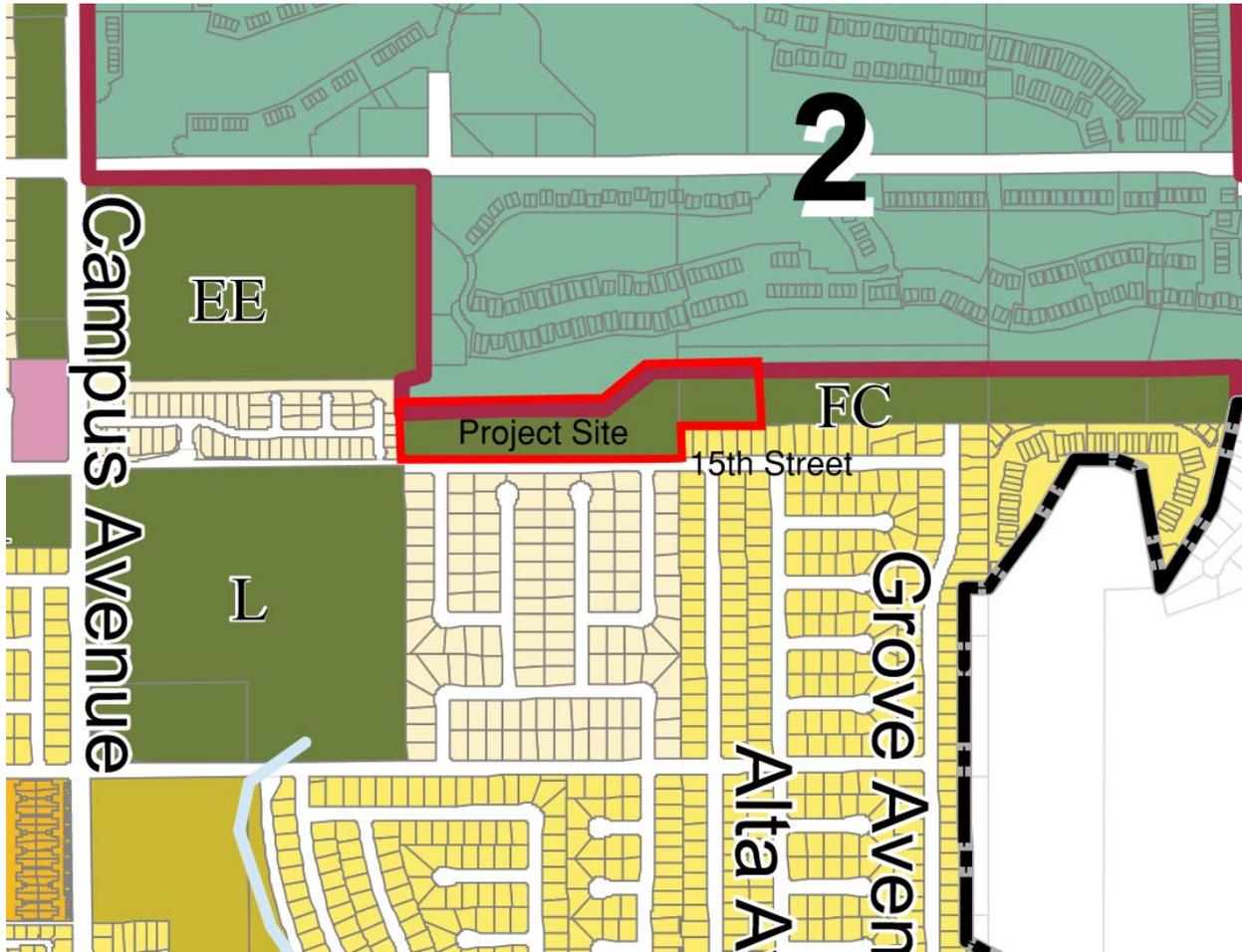


## **Exhibit B – General Plan and Zoning**



# Exhibit B - General Plan and Zoning Map

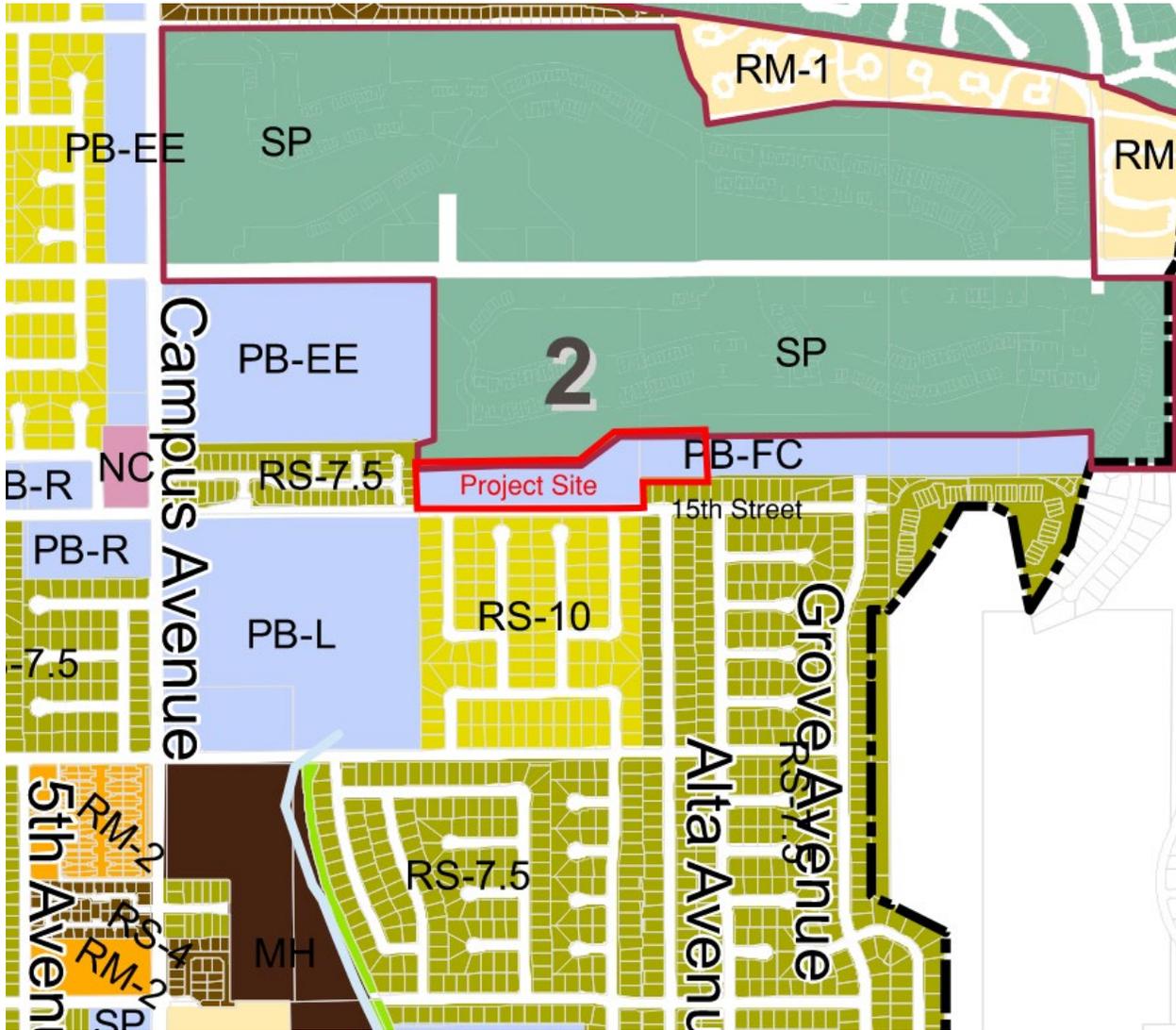
General Plan Land Use Map



-  Public Utilities (PU)
- R- Reservoir
- L- Landfill
- EE- Edison Easement
- FC/R- Flood Control/Recharge

# Exhibit B - General Plan and Zoning Map

Zoning Map



 Public (PB)

## **Exhibit C – Villa Serena Specific Plan**



# *Villa Serena Specific Plan*



DRAFT  
*Villa Serena Specific Plan*

OCTOBER 2019

**Frontier Communities**  
2151 Convention Center Way  
Suite 222  
Ontario, CA 91764

*Consultants:*

**Linn & Associates**  
**Proactive Engineering**  
**LANTEX Landscape Architecture Inc.**  
**Bassenian Lagoni Architects**



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## Section 1. Introduction

### 1.1 Project Overview

The Villa Serena Specific Plan (Specific Plan) is a proposal by Frontier Communities (Applicant) to develop a gated residential community on approximately 9.2 acres (Project Site) located north of 15th Street and approximately .3 miles east of North Campus Avenue in the City of Upland. The regional location of the Project Site is illustrated in Exhibit 1, “Regional Context Map” and is further described in the “Project Vicinity Map,” Exhibit 2.

The Project Site is an infill site surrounded by single family residential uses to the south and west, the Upland Hills Country Club and residential community to the north, and residential uses to the east. A Southern California Edison substation is located in proximity to the Project Site on the northwest. The Specific Plan is a comprehensive plan for development of 65 single family detached residential units at a density of 7.1 dwelling units per acre and on-site active and passive recreational amenities within common open space areas.

The new community planned as part of the Specific Plan incorporates the traditional housing styles of Upland, California, while also reflecting the architecture of recently built neighborhoods. The architectural styles of the Specific Plan are influenced and inspired by Spanish, Italianate, and French Country that echo the classic architecture of the Southern Californian regions. The Specific Plan integrates styles, elements, and a mix of materials from both established and newer residential communities located near the Project Site. The use of Spanish roof tiles, gable end details, and delicate metal rails reflects the classic Spanish style of the historical Upland communities. Similarly, the vertical corner details, symmetry, and arched openings of the Italianate style, and the corbels, stone siding, and steep roof pitches of the French Country

architectural style, capture the details of the past and present styles of Upland homes. The new homes planned within the Project Site are designed to reflect the massing and scale of existing neighboring homes by using similar proportions, heights, and footprints allowing for the new community to comfortably blend with the existing neighborhood and the community at large. Construction of new Project roadways and infrastructure is planned to connect to existing facilities located adjacent to the Project Site. The proposed plan utilizes existing circulation and transportation facilities reducing the need for construction of additional arterial and major roadway extensions or improvements to serve the Project Site.

The proximity of the Project Site within walking and biking distance to existing recreational and commercial facilities can help to reduce automobile trips to and from the Project Site. The Project provides pedestrian and bicycle connectivity to a nearby Sierra Vista Park, located approximately .5 miles southwest of the Project Site and Upland Memorial Park located approximately .8 miles south of the Project Site. Commercial services within biking distance from the Project Site are located within one mile of the Project Site at the Colonies Crossroads Center located at North Campus Avenue and 19th Street. This regional commercial center offers residents a supermarket, restaurants, personal services, entertainment, and home goods for residents in the vicinity.

The Specific Plan is designed to create a distinctive sense of place for residents in a gated community with a pedestrian friendly street system creating an atmosphere where neighbors can visit with one another while walking throughout the community. Common area open space within the community offers active and passive recreational amenities for residents and a community gathering place for residents. Homes are planned to front onto streets, enabling residents

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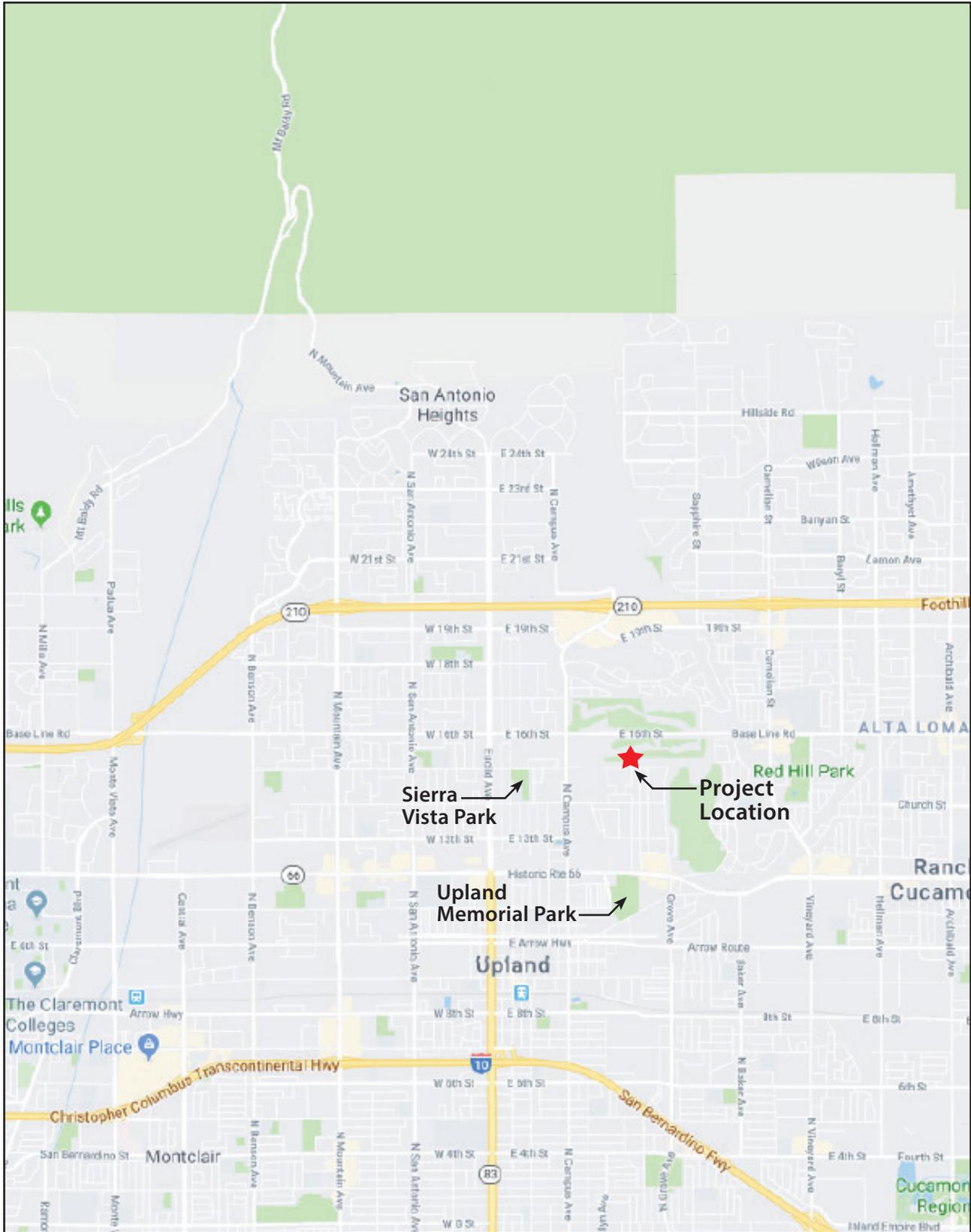


Exhibit 1  
**Regional Context Map**

Source: Google Maps



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Exhibit 2  
**Project Vicinity Map**

Source: Google Maps



## SECTION 1. INTRODUCTION

to have their “eyes on the street,” promoting a safe hometown feel and encouraging interaction among neighbors.

### 1.2 Project Setting

The Project Site constitutes a portion of a 17.5-acre flood control detention basin which is bounded by residential uses and the Upland Hills Country Club on the north, and single family residential uses on the east, west, and south. The physical setting for the Project Site is illustrated on Exhibit 3, “Project Setting.” The City of Upland has determined the 9.2 acre portion of the flood control detention basin comprising the Project Site to be a surplus parcel which can be used as a development site for residential uses with the remaining 11.11 acres of the flood control detention basin as adequate for continued flood control operations pursuant to completion of modifications to portions of the basin made as part of the Project. As part of the Project, access for flood control detention basin maintenance vehicles is provided through the Project Site with a gated entry to the basin located at the easterly edge of the Project boundary.

### 1.3 Purpose and Authority

#### 1.3.1 Purpose

The Villa Serena Specific Plan serves as a General Plan Amendment changing the General Plan Land Use Map for the Project Site from Public Flood Control/Recharge (FC/R) to Villa Serena Specific Plan (SP), allowing residential land use development at a density of 7.1 dwelling units per acre consistent with surrounding residential single family low (SFR-L) and single family medium (SFR-M) development located south of the Project Site and the Upland Hills Country Club Specific Plan (SP) located north of the Project Site. Adoption by the City of the Specific Plan by ordinance changes the City’s Zoning Map for the Project Site from Public (PB-FC) to “Villa Serena Specific Plan.” The adoption of

the Villa Serena Specific Plan (Specific Plan) implements the General Plan land use designation of SP through the establishment of site specific zoning regulations for the development of the Project Site.

The Specific Plan is a comprehensive plan for development of residential and private open space land uses and infrastructure improvements to serve the development. The Specific Plan establishes the development regulations and design criteria for development of the Project Site as well as the procedures and requirements enabling City review and approval of development within the Project Site thereby ensuring that the City’s General Plan, as amended for the Project Site, is implemented.

#### 1.3.2 Authority of the Specific Plan

State of California Government Code, Title 7, Division 1, Chapter 3, Article 8, Section 65450-57, grants authority to cities to adopt specific plans for purposes of implementing the goals and policies of their general plans. The Government Code specifies that specific plans may be adopted either by resolution or by ordinance and that the specific plan must be consistent with the general plan. The Government Code sets forth the minimum requirements and review procedures for specific plans including provision of a land use plan, an infrastructure and public services plan, criteria and standards for development, and implementation measures. The Government Code also states that specific plans may address any other subjects which, in the judgment of the city, are necessary or desirable for implementation of the general plan.

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Exhibit 3  
**Project Setting**

Source: LSA/RCA Assoc.



## SECTION 1. INTRODUCTION

### 1.4 Objectives

The Specific Plan addresses the following planning and design objectives to ensure that development of the Project Site is consistent with the City's General Plan, as amended, and serves as a foundation for the design of a residential community which provides a sense of place for residents and responds to the existing surrounding built environment. Consistency of the Project with the General Plan is discussed in Section 6, "General Plan Consistency," of the Specific Plan.

#### **Objective 1:**

Foster a sense of community and promote a unified and cohesive neighborhood environment through the following design measures:

- Create a distinctive community design with a well designed entry, streetscapes, walls, and entry monument.
- Provide for architectural diversity within the community with varying residential floor plans and architectural styles.
- Create a strong sense of arrival into the Project Site through an enhanced community entry.
- Provide for on-site recreational opportunities for residents through provision of common area open space within the community offering active and passive recreational amenities for all age groups.

#### **Objective 2:**

Design a development plan which ensures the community is adequately served by public facilities, infrastructure, and utilities without the need for extensions or improvements to existing facilities through the following measures:

- Provide for a simple two way private street system connecting to an existing public

arterial roadway, and minimize points of access to existing roadways.

- Provide for a pedestrian and bicycle friendly circulation system providing connectivity within the community and connecting to 15th Street where pedestrians and bicyclists can access public streets and sidewalks which connect to existing adjacent residential neighborhoods, public City of Upland parks, and to retail commercial centers in the vicinity of the Project Site.
- Provide for adequate storm water collection within the Project Site to contain on-site and off-site flows affecting the property.
- Provide for adequate wastewater facilities on-site and ensure that adequate capacity is available within existing public sewer facilities to serve the Project Site.
- Provide on-site facilities for water quality treatment and ground water replenishment.
- Participate in payment of appropriate Development Impact Fees to accommodate the public service needs generated by the community.

#### **Objective 3:**

Incorporate the following green and sustainable design features into the development plan.

- Design homes with opportunities for home offices allowing people to work from home reducing driving time and vehicle emissions.
- Incorporate native plant materials and/or drought tolerant plant materials within the landscaping of public spaces, and encourage homeowners to utilize drought tolerant plant materials in private yard areas.
- Design homes with currently available technology for internet access allowing residents to shop and work on-line, helping to reduce vehicle trips to employment centers and shopping.

**SECTION 1. INTRODUCTION**

- Incorporate passive solar design and energy efficient construction materials and techniques into residential design such as cool roofs, dual pane windows, increased insulation to minimize heat transfer and thermal bridging, and roofs designed to accommodate homeowner installation of solar panels to help reduce energy demand.
- Implement “dark sky friendly” outdoor lighting within streets and common area open space.
- Provide for a plant palette which includes canopy trees to achieve natural ventilation and cooling and use of water conserving landscape plant materials and irrigation systems.
- Provide for a landscape and irrigation plan consistent with Upland Municipal Code Chapter 17.12 (Landscaping) and the State Model Water Efficient Landscape Ordinance (23 C.C.R § 490 et seq.)

**1.5 Project Summary**

The Specific Plan is a comprehensive plan for the development of up to 65 single family detached residential dwelling units designed around a private two way street system with pedestrian walkways linking residences to on-site common area open space and to existing adjacent roadways connecting to existing nearby recreational amenities and commercial services. The Project street system provides walking and biking connectivity from the Project Site to 15th Street enabling residents to walk or bike to the nearby Sierra Vista Park located approximately .5 miles southwest of the Project Site, Upland Memorial Park located approximately .8 miles south of the Project Site and the Colonies Crossroads commercial center located north of the Project Site.

**1.5.1 Residential**

Sixty five single family detached residential dwellings are planned at a density of 7.1 dwelling units per acre designed in a variety of styles and floor plans. The Project incorporates three distinctive architectural styles for homes influenced and inspired by Spanish, Italianate, and French Country architecture as depicted in Section 4.6 “Architectural Design.” Private streets within the Project provide access to residential dwellings. All residential dwellings are planned as street fronting units.

**1.5.2 Common Area Open Space**

The Project includes provision of approximately 42,266 square feet (approximately one acre) of common area open space distributed throughout the community. A .75 acre recreational area is planned with a swimming pool, a pool house with restrooms, a children’s play area, and barbeque and picnic areas. Four individual pocket parks totalling 9,526 square feet are planned for passive recreational use by residents. Pocket parks will include shady landscaped areas with benches, picnic tables, and children's play areas.

**1.5.3 Pedestrian and Bicycle Connectivity**

The Project includes a private two way street system with sidewalks on both sides of the street providing pedestrian connectivity throughout the Project. The connection of the Project street and walkway system to 15th Street provides for on-street bicycle and pedestrian connectivity within the community and connectivity to 15th Street continuing bike and pedestrian access to commercial services located at North Campus Avenue and 19th Street, approximately one mile to the north of the Project Site, and to Sierra Vista Park, approximately .5 miles southwest of the Project Site and Upland Memorial Park located approximately .8 miles south of the Project Site.

## SECTION 1. INTRODUCTION

### 1.5.4 Infrastructure

The Specific Plan proposes new on-site roadways, water mains, sewer mains, and drainage facilities designed to connect to 15th Street and existing public facilities located within 15th Street. Expansion of existing roadways or infrastructure facilities is not necessary to serve the Project. As part of the Project, site improvements, as described in Section 2, “Development Plan,” will be made to the entire Upland Basin flood control and detention basin to create the Project Site suitable for residential development and to ensure the downstream flows to the basin are not impacted.

### 1.6 Governing Documents

The adoption of the Specific Plan is the first step in a process leading to the development of the Project. The development of the Project is governed by the following documents.

#### 1.6.1 General Plan

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457, permits the adoption and administration of a specific plan as an implementation tool for elements contained in the local general plan. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan. In September 2015 the City adopted the “City of Upland General Plan” which sets forth the following topics to address the state mandated general plan elements:

- Land Use
- Circulation
- Housing
- Open Space and Conservation
- Safety (which includes the state mandated Noise Element)

In addition to the state mandated elements, the City of Upland General Plan includes the following elements:

- Focus Areas
- Community Character and Urban Design
- Economic Sustainability
- Healthy Community

The Villa Serena Specific Plan serves as a General Plan Amendment changing the General Plan Land Use Map for the Project Site from Public Flood Control/Recharge (FC/R) to Villa Serena Specific Plan (SP) allowing residential land use development at a density of 7.1 dwelling units per acre. The Specific Plan is consistent with applicable goals, objectives, and policies of the Upland General Plan, as amended, pertaining to the planned development as described in Section 6, “General Plan Consistency.”

#### 1.6.2 Specific Plan

The Specific Plan serves as the legal document to implement the General Plan land use designation for the Project Site of Villa Serena Specific Plan (SP) and provides the zoning for development of the Project Site as a residential community at a density of 7.1 dwelling units per acre. The Specific Plan establishes land use and development regulations designed to govern development of the Project Site. In instances where the Specific Plan is silent, regarding a specific development standard or procedure for implementing the Specific Plan, the Upland Municipal Code Zoning Code Title 17, (Planning and Zoning) shall prevail. The Specific Plan provides a “blueprint” for development of the Project establishing permitted uses, a land use plan, the development requirements, and design criteria for land development as set forth herein.

### 1.6.3 Subdivision Maps

Approval by the City of a Tentative and Final Tract Map is required for the development of the Project. The Tentative Tract Map will be prepared pursuant to the applicable provisions of the State of California Subdivision Map Act (Government Code Section 66410 through 66499), the City of Upland Municipal Code, Title 16, "Subdivisions," and consistent with the applicable provisions of the Specific Plan.

### 1.6.4 Development Plan Review

Applicable provisions of Upland Municipal Code, Title 17, (Planning and Zoning) Section 17.44.030 (Development Plan Review) shall apply to the review and approval of the site development plans for the proposed Project.

### 1.6.5 Covenants, Conditions, and Restrictions

Covenants, Conditions, and Restrictions (CC&Rs) approved by the City serve to ensure and enforce quality design of the Project over the long term and the continued uniform maintenance of streets, common areas, and street and common area landscaping.

### 1.7 CEQA Compliance

An Initial Study (IS) prepared by the City of Upland for the Project in accordance with the California Environmental Quality Act (CEQA) and City requirements considers the potential environmental impacts of all Project related activities and the discretionary and ministerial applications associated with implementation of the Project. The IS recommends that a Mitigated Negative Declaration (MND) be prepared for the Project to include a Mitigation Monitoring and Reporting Program (MMRP) in order to ensure that any potential significant impacts of the Project on the environment be reduced to a less than significant level.

### 1.8 Specific Plan Components

The Specific Plan is organized into the following sections in addition to Section 1, "Introduction."

#### *Section 2 - Development Plan*

This section describes the physical setting for the Project Site outlining the existing physical conditions found within and surrounding the Project Site, the Project land use plan describing residential and open space land use areas of the Project, and the on-site and off-site infrastructure improvements for the Project.

#### *Section 3 - Development Regulations*

This section establishes the allowable land use within the Project Site and standards and requirements for development of all land uses within the Project Site.

#### *Section 4 - Design Criteria*

The Design Criteria establishes the architectural and landscape design requirements for the Project to ensure that a cohesive community of distinctive design quality, definitive architecture, and comprehensive landscaping is achieved.

#### *Section 5 - Implementation*

The policies and procedures for the administration of the Specific Plan, procedures for the review and approval by the City of specific development proposals within the Project Site, Project financing, and Project maintenance responsibilities within the development are described in this section.

#### *Section 6 - General Plan Consistency*

The relationship of the Specific Plan to the applicable policies of the Upland General Plan is discussed in this Section.



## Section 2. Development Plan

The Specific Plan is a proposal for development of a planned residential community within an existing urban setting on approximately 9.2 gross acres in the City of Upland. This section describes the land use plan and the plan for infrastructure and public services for the community.

### 2.1 Land Use

The proposed development of the Project Site is depicted on Exhibit 4, “Land Use Plan” and is further described in Table 2.1, “Statistical Summary.” The Project is designed to respond to both on-site and off-site conditions, as well as anticipated market conditions. The Specific Plan ensures that a strong community identity is established for residents and visitors through a cohesive plan for residential and open space areas.

Table 2.1

#### Statistical Summary

Land Use	Acres	Dwelling Units
Residential	5.4	65
Common Area Open Space	1.0	
Landscaped Easements	0.4	
Private streets (curb to curb)	2.4	
Total	9.2	65
Density	7.1 du/acre	

#### 2.1.1 Residential Use

Approximately 5.4 acres of the Project Site are planned for development of 65 single family detached residential dwelling units.

a. Residential Design.

Residential dwellings shall be designed to front onto private streets with floor plans designed to present an “architecture forward” image so that the residence and not the garage

is the predominant view from the street.

Residential design incorporates human-scale details to promote a pedestrian friendly character for the community. Such details include the use of enhanced entries, a mix of materials and textures, and authentic detailing on elements such as windows, porches, doors, and lighting.

b. Community Design.

The Specific Plan offers a strong community identity for residents and visitors through a unified approach to site design, architecture, and landscape design elements. The landscaped private street and street adjacent walkways link residences to common area open space encouraging neighborly interaction.

#### 2.1.2 Open Space Use

Approximately one acre (42,266 square feet) of common area open space is provided as part of the Project to include a pool, pool house with restrooms, and areas improved with picnic tables, barbeque facilities, exercise station, and children’s play area. Residents are provided with an inviting environment for informal gathering and a place to meet and greet each other as part of leisurely walks through the community. Four informal pocket parks totaling 9,526 square feet are provided as part of the Project. The smallest pocket park is approximately 1,700 square feet and the largest is approximately 3,550 square feet. The pocket parks are located throughout the Project Site accessible from sidewalks, and will be improved with landscaping and benches offering additional passive recreational areas for residents.

### 2.2 Circulation

Access for residents to the Project Site is provided from 15th Street at two locations. A primary gated community entry for the Project is located at the easterly Project boundary adjacent to existing residential uses. A second gated entry is provided from 15th Street at the westerly boundary

**SECTION 2. DEVELOPMENT PLAN**

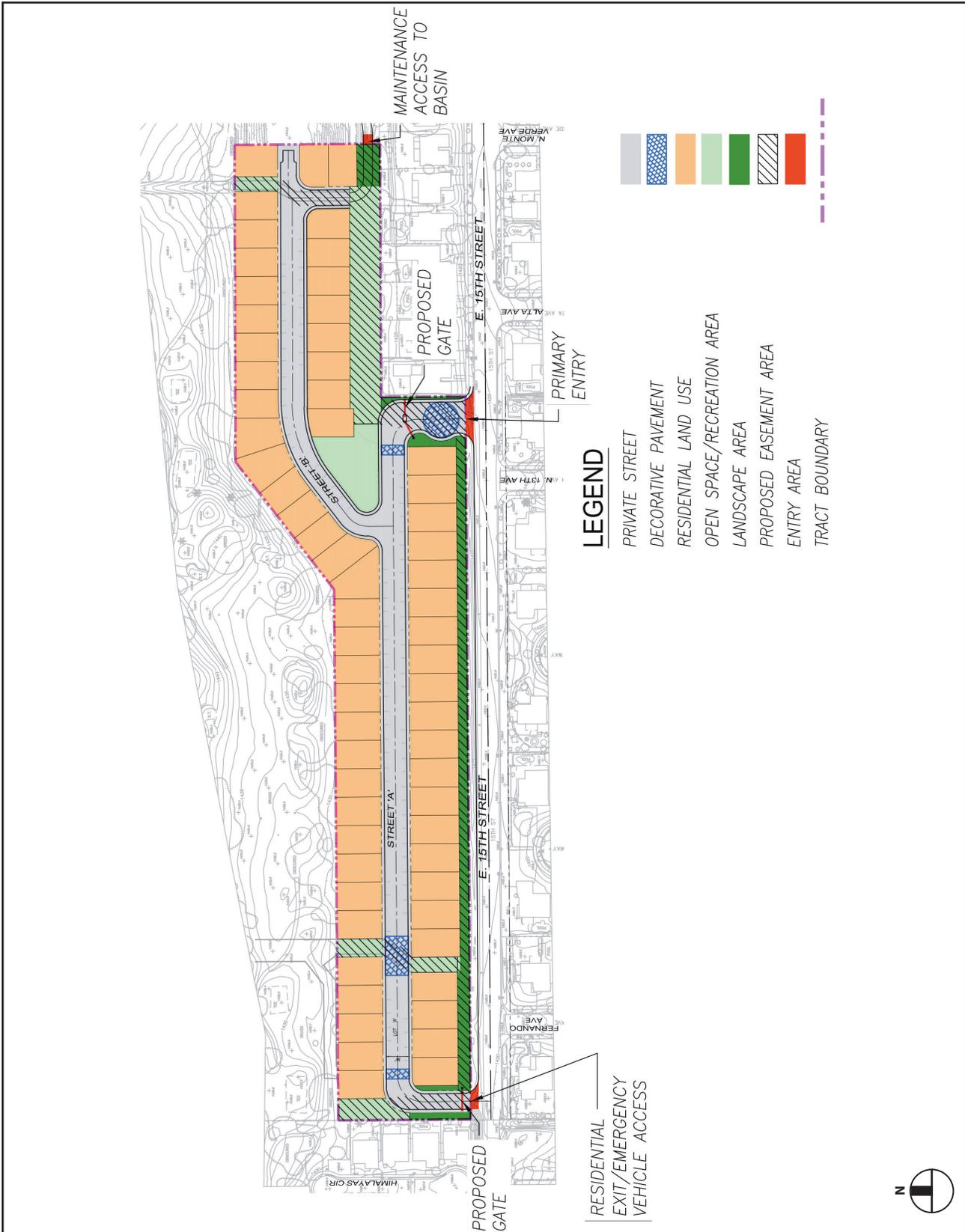


Exhibit 4  
**Land Use Plan**

Source: Proactive Engineering Consultants

of the Project. Emergency vehicle access is provided at both entries along 15th Street. An internal private two way street system provides primary circulation within the Project Site serving residential dwellings and the common area open space. Maintenance crews serving the remaining Upland Basin flood control and detention basin are provided vehicular access to the westerly boundary of the basin through the Project within the internal street system. A service road and gate are located at the easterly boundary of the Project Site for maintenance vehicles to access the basin. All streets are planned as private roadways.

The circulation system serving the Specific Plan is illustrated on Exhibit 5, “Master Plan of Circulation.”

### 2.2.1 15th Street

Ultimate right of way improvements for 15th Street include 40 feet of paved travel area with a 5 foot wide sidewalk and an 8 foot wide landscaped parkway on each side of 15th Street for a total right of way of 66 feet. As part of the Project the developer will construct an additional 8 feet of travel area, a new 5 foot sidewalk and an 8 foot wide landscaped parkway within the existing right of way adjacent to the Project Site. The existing right of way for 15th Street and proposed project improvements for 15th Street are illustrated on Exhibit 6, “Street Cross Sections.”

### 2.2.2 Project Streets

On site Project circulation is provided by means of a private two way street with a paved travel area varying in width from 26 to 38 feet with adjacent wedge curbs. On-street parking is permitted in designated segments of the street. A 5 foot wide street adjacent sidewalk is provided on both sides of the street where homes front both sides of the street. In instances where the sides of homes are also adjacent to the street a 5 foot wide adjacent sidewalk is provided on

the same side of the street. Where the centrally located common area open space fronts the street on one side and residential units front the street on the opposite side a sidewalk is provided on both sides of the street. Emergency vehicle access is provided at both project entries along 15th Street. Enhanced paving materials are planned to be installed at the main project entry and in three locations along Street A. The street improvements for the Project are illustrated on Exhibits 6 and 7, “Street Cross Sections.”

### 2.2.3 Pedestrian and Bicycle Mobility

The Project street system includes provision of street adjacent sidewalks for pedestrian mobility within the community. A separate pedestrian walkway will be provided within the centrally located common area open space of the Project connecting to sidewalks within the project street.

The Project Street system allows for on street bicycle mobility. The Project street and sidewalk system connects to 15th Street where bicyclists and pedestrians can continue on existing City streets and sidewalks to Sierra Vista Park located to the south of the Project Site and Upland Memorial Park located to the southwest of the Project Site, and to general retail commercial services located at North Campus Avenue and 19th Street, approximately one mile north of the Project Site.

## 2.3 Infrastructure and Public Services

### 2.3.1 Water

The City of Upland Water Department provides water service to the City of Upland. Water service to the Project Site is provided via an existing 10 inch diameter water main located in 15th Street. The development of the Project includes construction of a network of 8 inch diameter on-site water mains adequate to provide for the domestic and fire protection water requirements of the Project. Exhibit 8, “Water Master Plan”

# SECTION 2. DEVELOPMENT PLAN

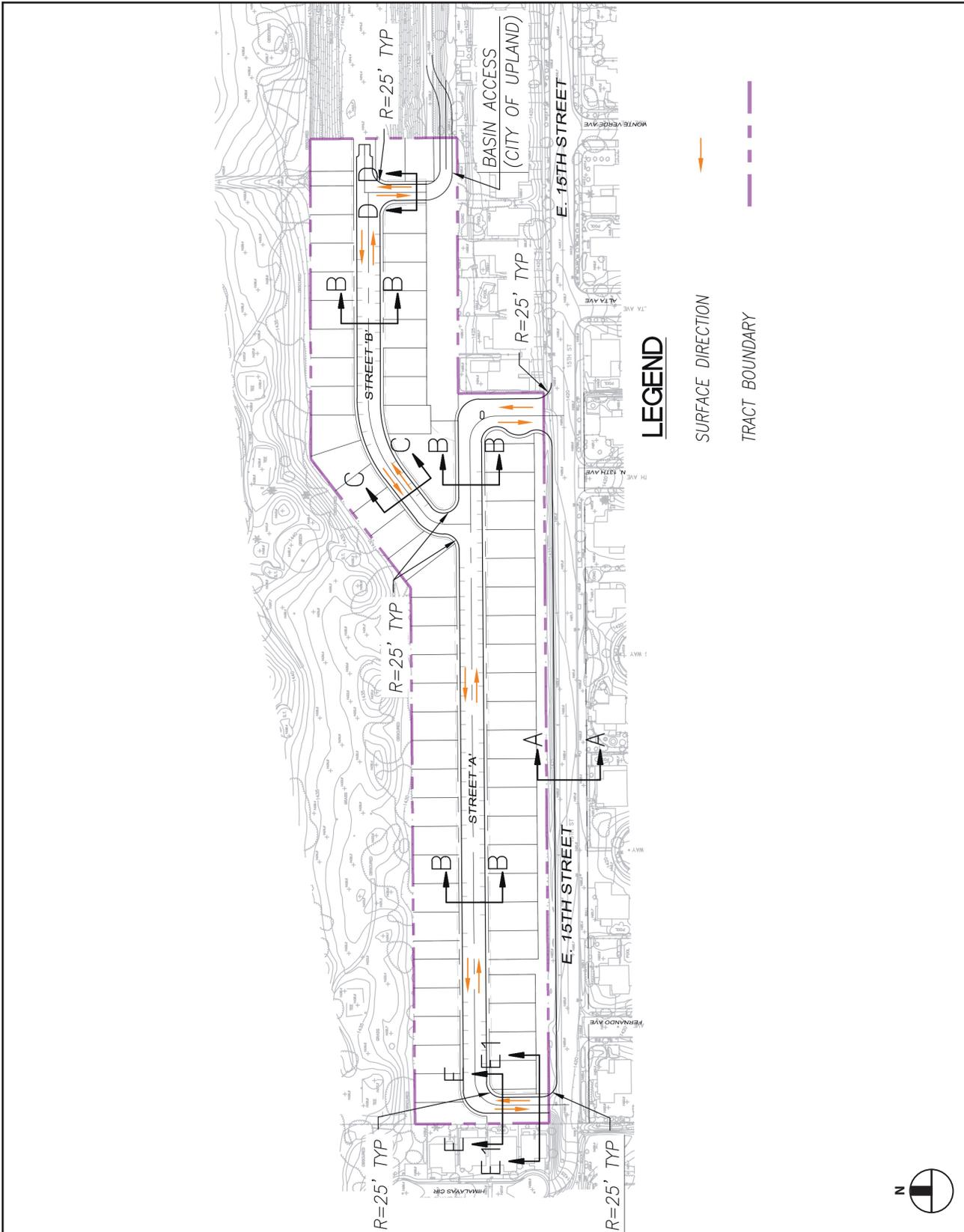


Exhibit 5  
**Master Plan of Circulation**

Source: Proactive Engineering Consultants

**SECTION 2. DEVELOPMENT PLAN**

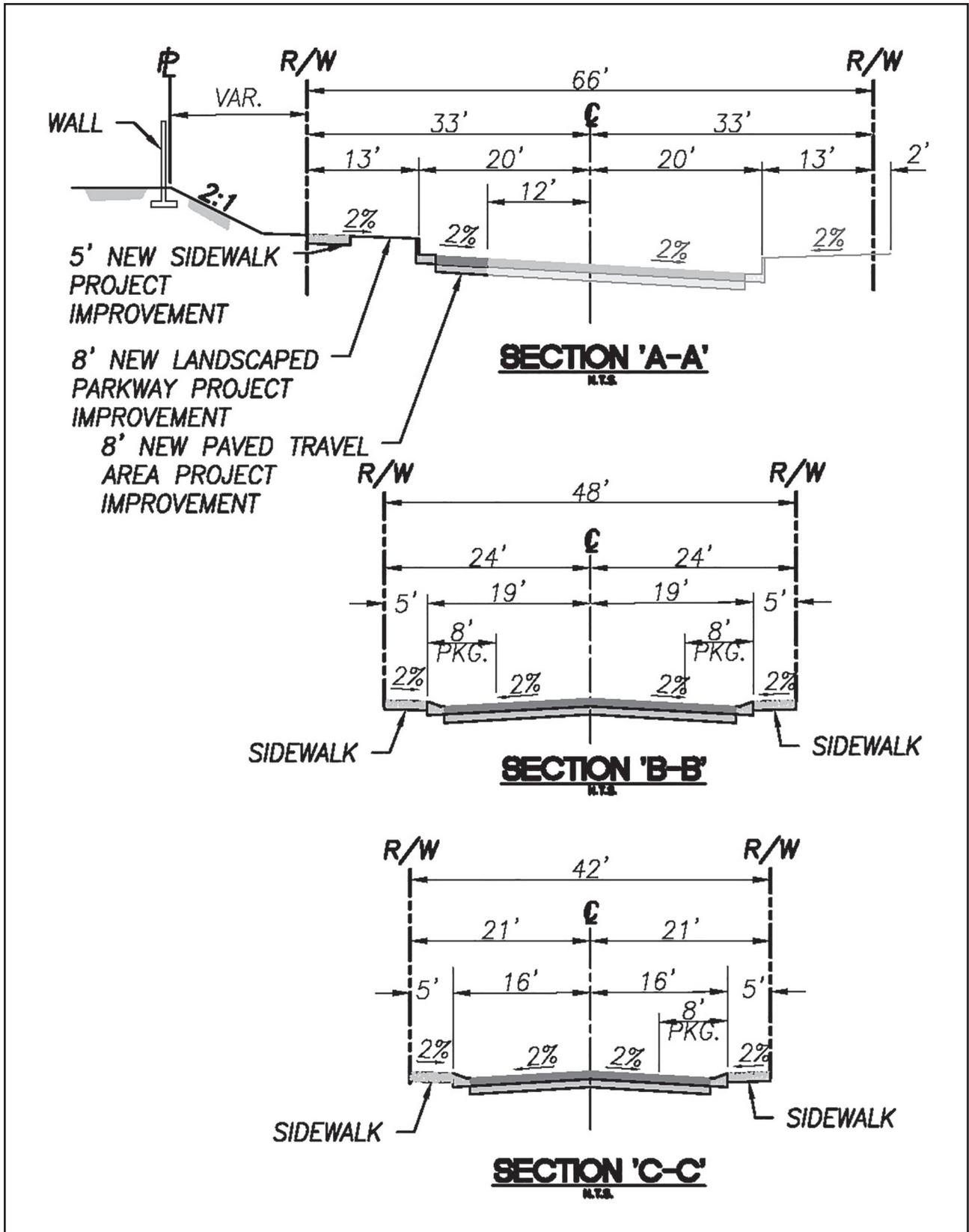


Exhibit 6

Source: Proactive Engineering Consultants

**Street Cross Sections**

**SECTION 2. DEVELOPMENT PLAN**

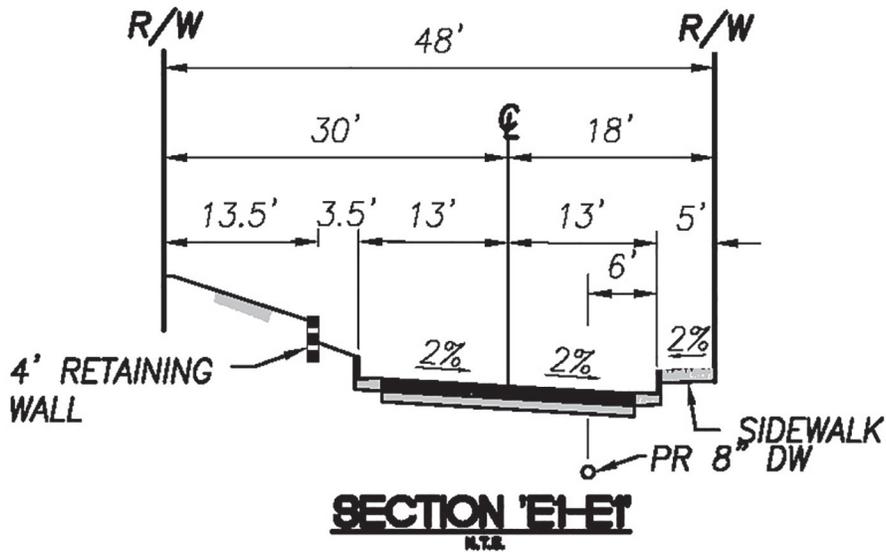
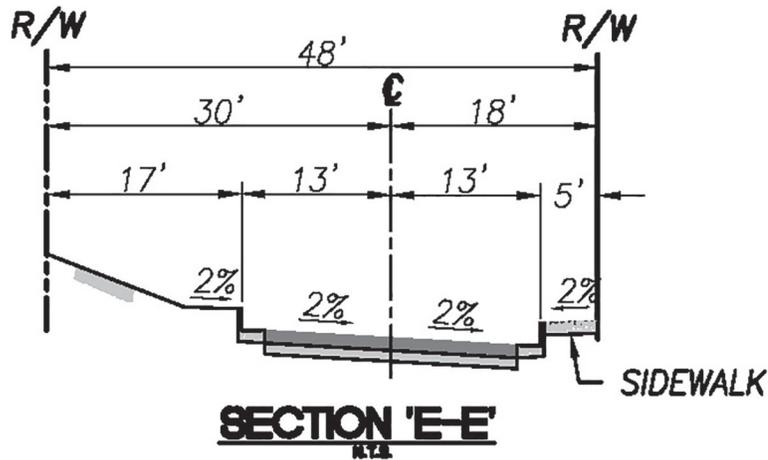
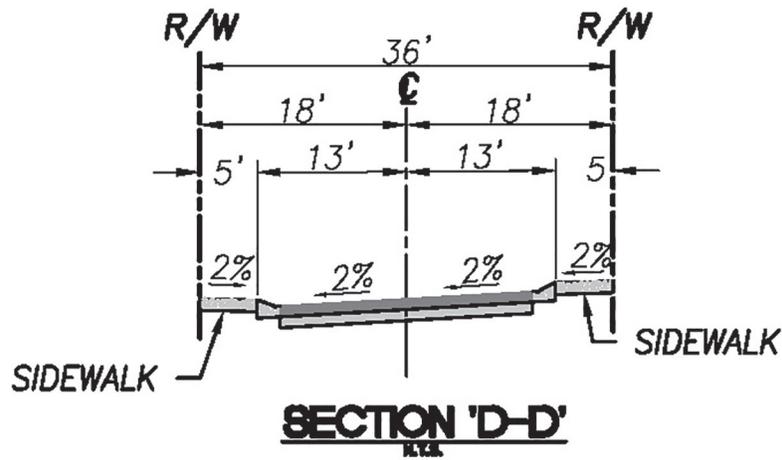


Exhibit 7

**Street Cross Sections**

Source: Proactive Engineering Consultants

# SECTION 2. DEVELOPMENT PLAN

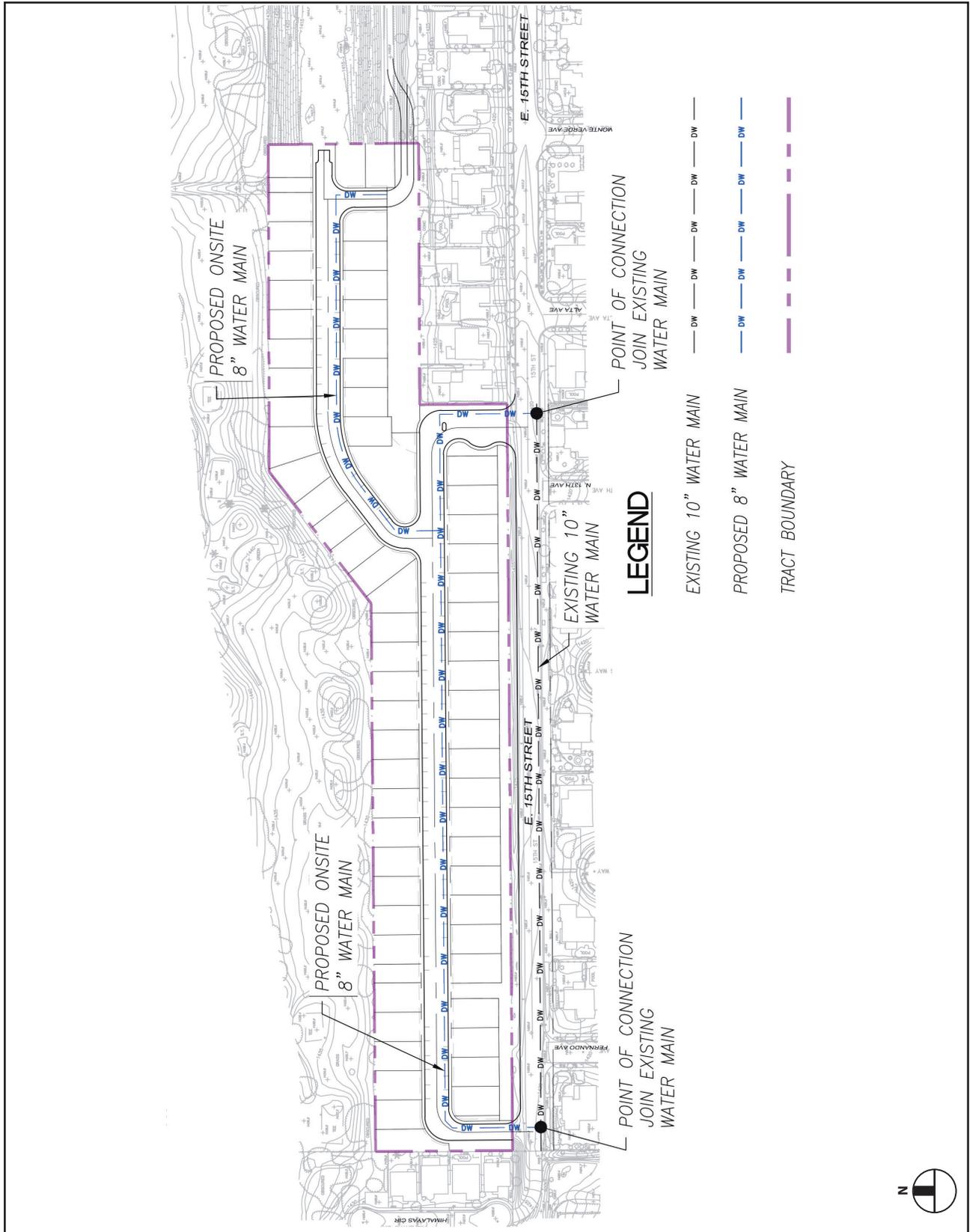


Exhibit 8  
**Water Master Plan**

Source: Proactive Engineering Consultants

## SECTION 2. DEVELOPMENT PLAN

illustrates the proposed water system to serve the Project.

### 2.3.2 Sanitary Sewer

Sewer service to the Project Site is provided by the City of Upland. Existing off-site sewer facilities available to serve the Project Site include an existing 8 inch diameter sewer main located in 15th Street adjacent to the Project Site. Development of the Project Site includes construction of an on-site network of new 8 inch sewer mains and the relocation of one existing 8 inch off-site sewer main connecting to the on-site system. Exhibit 9, "Sewer Master Plan," illustrates the planned sewer system to serve the Project.

### 2.3.3 Storm Drain and Water Quality Management

The existing drainage pattern for the Project Site generally drains from east to west as part of a regional detention basin consisting of an essentially flat bottom, with 3:1 side slopes.

#### 2.3.3.1 Drainage

The proposed drainage plan for the Project will drain the single family lots and streets into a storm drain collection system on site, which includes street flow. Runoff will then be passed through an underground infiltration basin and outlet into a new 12-foot by 8-foot reinforced concrete box culvert which outlets into the detention basin. Modifications to the existing flood control and detention basin as part of the Project are discussed in Section 2.5, "Basin Modifications and Site Preparation."

#### 2.3.3.2 Water Quality

The Project provides for stormwater retention and infiltration on the Project Site to mitigate an 85th percentile storm. This is accomplished by passing the on-site runoff through a continuous deflection separator (CDS) unit for pre-treatment and then an underground infiltration

basin to infiltrate runoff from the majority of the site. The underground infiltration basin is proposed to be 23' x 123' and will have dual 72" perforated pipes encased in gravel. In addition, two bioretention treatment systems designed to treat stormwater are proposed, one located at each project entry, to treat on-site areas that are not tributary to the underground basin. The biotreatment systems proposed for use within the Project Site are trademarked as "Modular Wetland Systems." Detailed information on these systems can be found on the company website at *biocleanenvironmental.com*.

Exhibit 10, "Storm Drain Master Plan," illustrates the proposed storm drain and water quality management system to serve the Project Site.

## 2.4 Public Utilities

### 2.4.1 Telephone and Cable

Verizon will provide telephone service to the Project Site. Proposed on-site facilities will be placed underground.

### 2.4.2 Natural Gas

The Southern California Gas Company (Gas Company) will provide natural gas to the Project Site. Gas mains will be installed to the Project Site by the Gas Company as necessary.

### 2.4.3 Electricity

Southern California Edison will provide electricity to the Project Site from existing facilities in the vicinity of the Project Site. Proposed new facilities to serve the Project will be owned and operated by Southern California Edison and located underground.

### 2.4.4 Solid Waste

The City of Upland contracts with Burrtec Waste Industries (BWI), a private refuse hauler, to provide solid waste collection services for the City. Refuse service will be provided by BWI for the Project.



**SECTION 2. DEVELOPMENT PLAN**

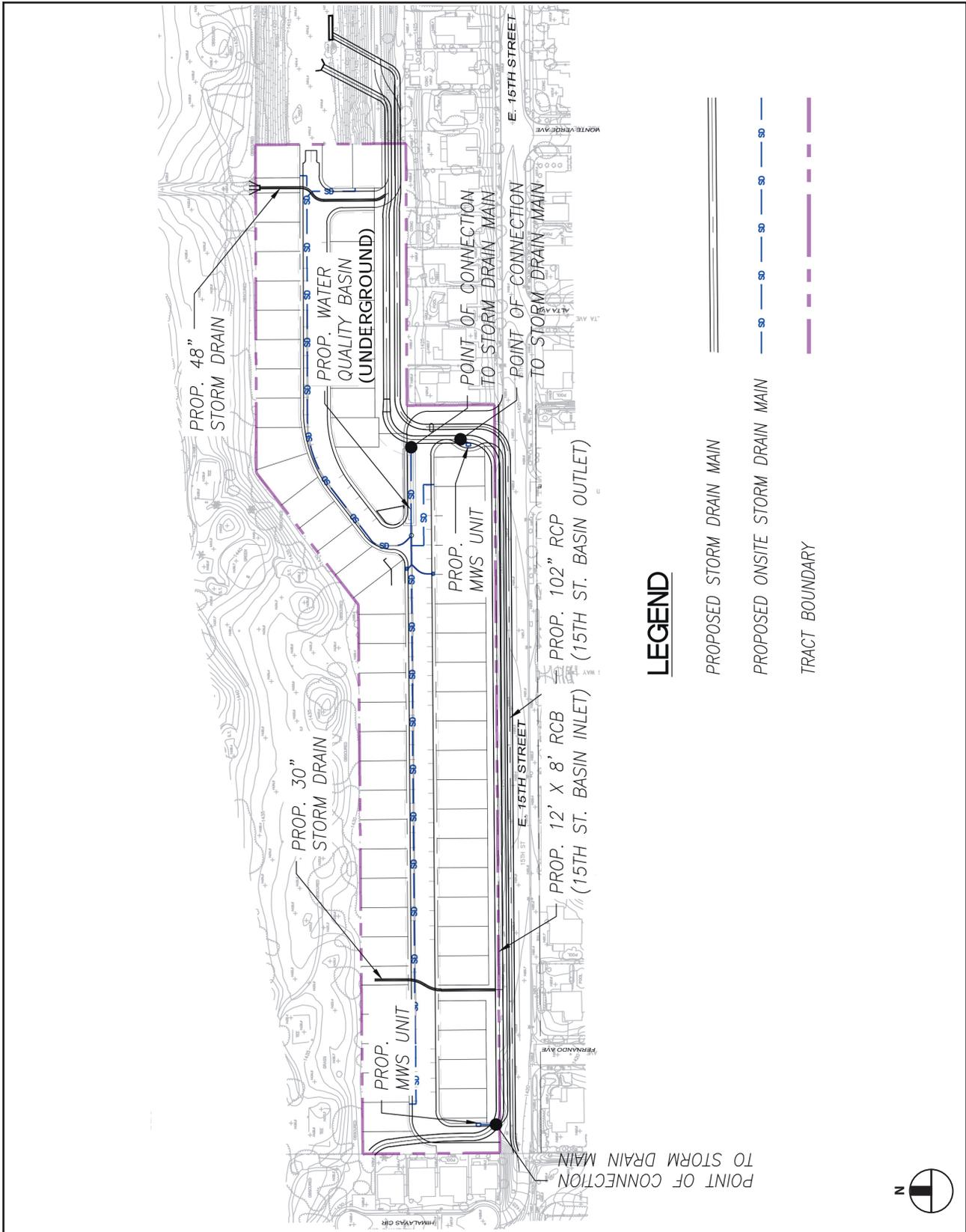


Exhibit 10  
**Storm Drain Master Plan**

Source: Proactive Engineering Consultants

### 2.4.5 Schools

School facilities will be provided by the Upland Unified School District. The Project will be required to pay school fees in accordance with Government Code Section 65995 of the State of California.

## 2.5 Basin Modifications and Project Grading

The existing Project Site comprises 9.2 acres of an existing 17.5 acre flood control and detention basin. The existing ground slopes are predominantly flat grades with less than 0.5% slope at the bottom of the basin, then generally sloping from east to west with 3:1 slopes that make up the basin sides.

As part of the Project, modifications will be made to the existing basin to create the 9.2-acre Project Site. The conceptual plan for the basin modifications is illustrated in Exhibit 11, "Conceptual Basin Modification Plan" and is described below.

In 2017, the consulting firm of Madole and Associates, Inc. prepared a Drainage Study in the City of Upland for the 15th Street Basin. The intent of this study was to "determine if the current basin has excess capacity, which could lead to the reduction in area of the basin and allow for "surplus" property for development." Based on the analysis, the study determined that a surplus parcel of 9.16 acres, located on the westerly end of the existing basin could be created, and that the remaining basin area of 11.11 acres would be sufficient for flood control operations without demonstrably impacting downstream facilities. The limits of the proposed Project Site are based on the recommendations in the Madole Report which includes requirements for relocation of existing basin infrastructure, reconfiguration of the basin itself by filling in the 9.2-acre development portion, reconfiguration of the remaining 11.1 acres making the bottom of the basin deeper, and modification of the inlet/outlet

structures. The recommended improvements to be made are described below.

- a. Extension of the basin inlet, located in the northwest corner of the existing basin, to the new eastern edge of the Project Site. New storm drain improvements will consist of a combination of 12'x8' and 10'x9.5' RCBs. The improvements will extend approximately 1900 LF from west to east along the southern edge of the Project Site and outlet through a new headwall in the modified basin. The modified inlet will also pick up two existing smaller inlets tributary to the basin within the proposed Project Site as described below.
  - An existing local inlet pipe located approximately 300' east of the Project Site's easterly boundary is anticipated to be a 36" RCP routed through the Project Site to the new inlet RCB.
  - An existing concrete trapezoidal channel located approximately 60' west of the eastern edge of the Project Site will be picked up in an approximately 48" diameter pipe and routed through the Project Site into the new inlet RCB.
- b. Extension of approximately 1,800 linear feet of the basin outlet from the western edge of the Project Site to the eastern edge of the Project Site. This extension is proposed to be a 102" RCP to account for the design outlet as well as the spillway flows and includes a new outlet structure in the basin. The proposed pipe will extend from the southeast corner of the Project Site westerly to the proposed Project main entry, then south into 15th Street and west along 15th Street connecting to the existing outlet pipe. Easements will be granted to the City of Upland for all basin infrastructure proposed to be located within the Project Site.

# SECTION 2. DEVELOPMENT PLAN

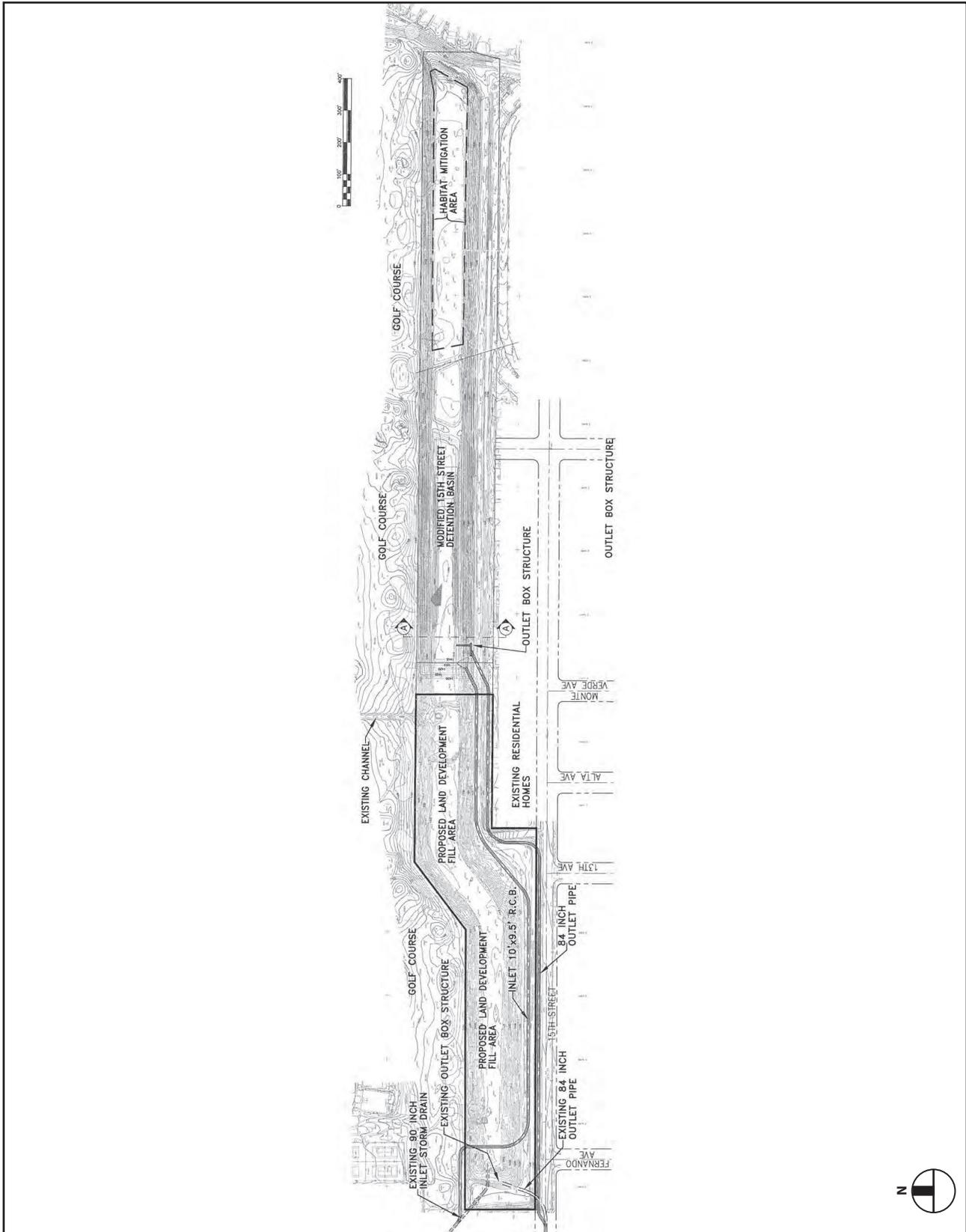


Exhibit 11  
**Conceptual Basin Modification Plan**

Source: Madole and Assoc.

A portion of the remaining 11.1 acres proposed for the modified basin will be graded to create a new basin footprint filling the western edge of the basin located at the easterly boundary of the Project Site and creating a new berm between the basin and Project Site. From the top of the berm, a new slope will be graded to the bottom of the basin proposed to be at an approximate elevation of 1,410 feet. Modifications to the bottom of the existing basin will be made from the toe of the new slope to a point approximately 900 linear feet to the east, by grading the bottom of the basin in this area to an elevation of approximately 1,410 feet from an existing elevation of 1,414 to 1,415 feet. The excess cut material generated can be utilized as fill for the proposed new berm located at the westerly edge of the new basin as well as for fill within the proposed Project Site. The remainder of the existing basin will be untouched by the Project. Total earthwork for the Project is estimated to be approximately 46,000 cubic yards of cut, and 87,000 cubic yards of fill, resulting in import of roughly 41,000 cubic yards.

The grading operation for the Project Site itself will generally consist of demolition, clearing, grubbing, and moving of surface soils to construct streets, building pads, and driveways. Grading within the Project Site will attempt to balance cut/fills for the site.

Grading plans for the Project will be reviewed and approved by the City of Upland Land Development and Transportation Division of the Public Works Department prior to the issuance of grading permits. All grading plans and activities will conform to the City grading ordinance and dust and erosion control requirements. The conceptual grading plan for the Project Site is illustrated in Exhibit 12, "Conceptual Grading Plan" and in Exhibit 13, "Conceptual Grading Plan Cross Sections."

## 2.6 Fire Safety

The Project will incorporate measures for fire safety to include construction of emergency vehicle access entries from 15th Street, new fire hydrants, and designation of restricted red curb areas as part of Project implementation. The plan for the provision of fire protection improvements is illustrated in Exhibit 14, "Fire Safety Plan."

# SECTION 2. DEVELOPMENT PLAN

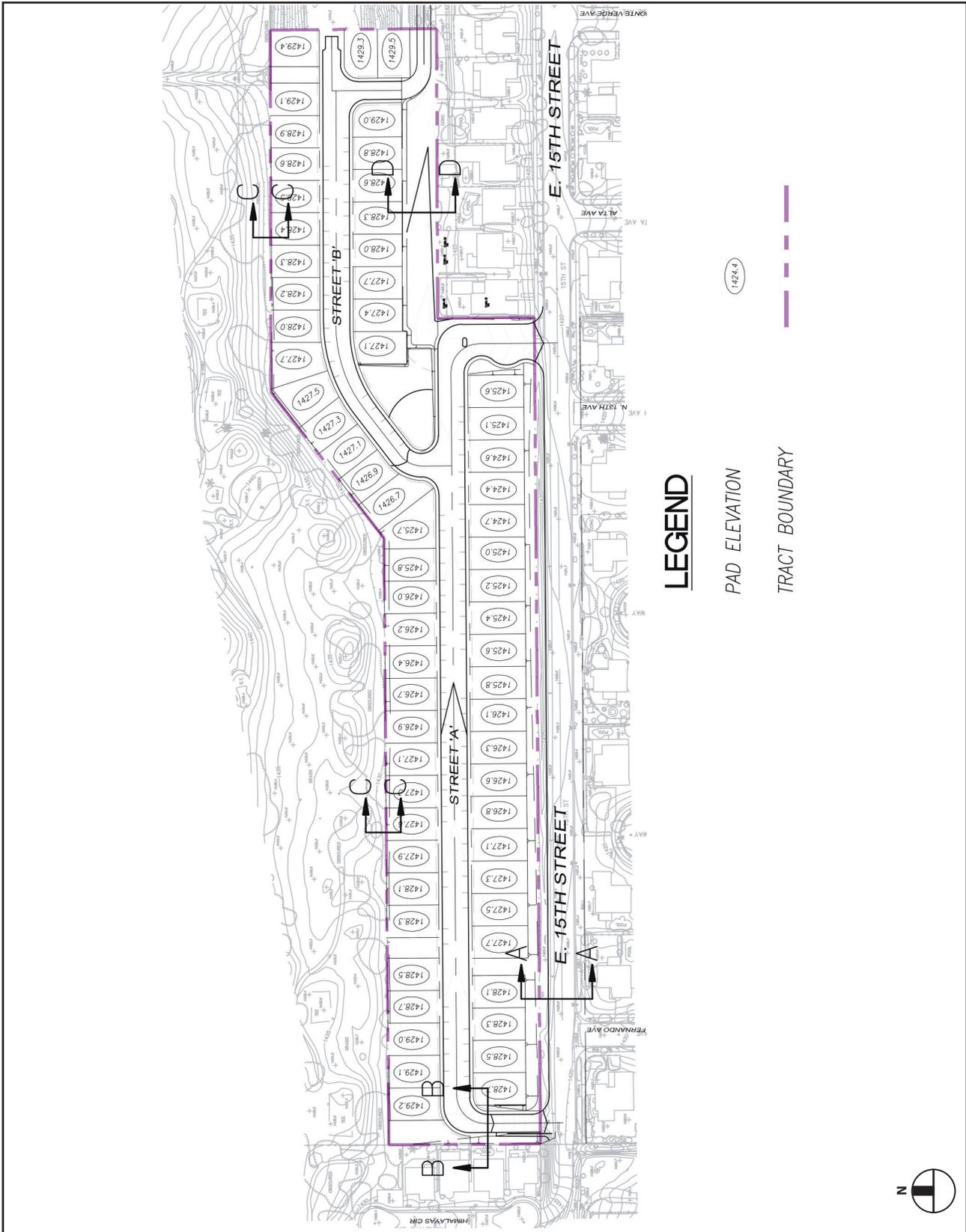


Exhibit 12  
**Conceptual Grading Plan**

Source: Proactive Engineering Consultants

**SECTION 2. DEVELOPMENT PLAN**

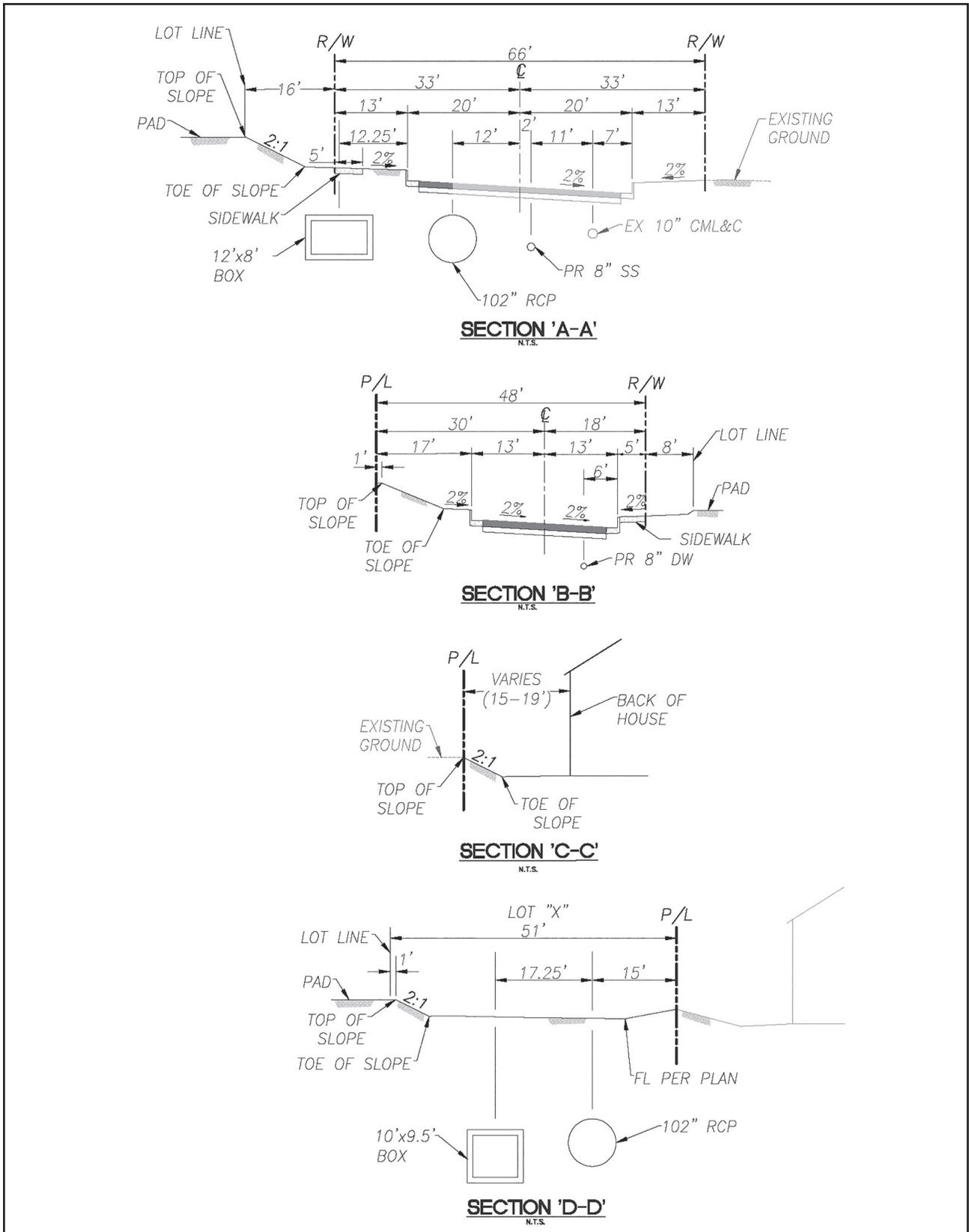


Exhibit 13

Source: Proactive Engineering Consultants

**Conceptual Grading Plan Cross Sections**

**SECTION 2. DEVELOPMENT PLAN**

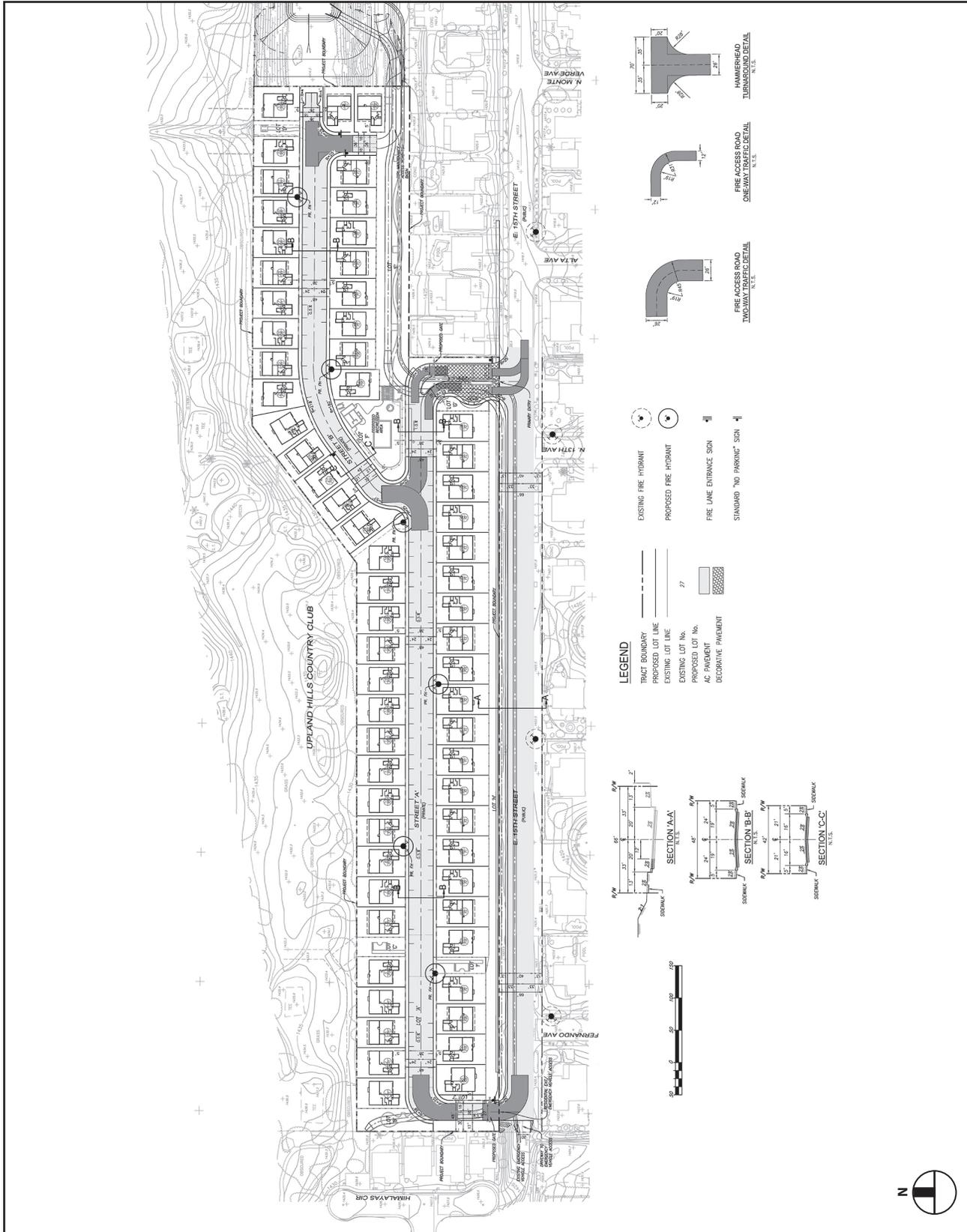


Exhibit 14  
**Fire Safety Plan**

Source: Proactive Engineering Consultants

**SECTION 3. DEVELOPMENT REGULATIONS****Section 3. Development Regulations****3.1 Introduction**

The provisions contained herein shall regulate design and development within the Project Site. These regulations establish the minimum standards and requirements for development of residential uses, common area open space, landscaping, fences, walls, signage and lighting within the Project Site.

**3.2 Definition of Terms**

The meaning and construction of words, phrases, titles, and terms shall be the same as provided in Upland Municipal Code Title 17, "Planning and Zoning," (Zoning Code) Chapter 7 (Definitions) unless otherwise specifically provided for herein.

**3.3 Applicability**

The Specific Plan serves to implement the City's General Plan and establishes the zoning regulations for the Project Site. These Development Regulations address general requirements, permitted uses, and development standards for all development within the Project Site. Application of these Development Regulations is intended to encourage the most appropriate use of the land, ensure the highest quality of development, and protect the public health, safety, and general welfare. Whenever the provisions and development standards contained herein conflict with those contained in the Zoning Code, the provisions of the Specific Plan shall take precedence. Where the Specific Plan is silent, the Zoning Code shall apply. These Development Regulations shall reinforce specific site, architectural, and landscape design criteria contained in Section 4, "Design Criteria" of the Specific Plan. All architectural and landscape improvements shall comply with Section 4, "Design Criteria" of the Specific Plan.

**3.4 General Site Development Standards**

The following general site development standards shall apply to all development within the Project Site.

- a. Maximum Number of Dwelling Units – A maximum of 65 residential dwelling units is permitted for development within the Project Site.
- b. Common Area Open Space – A minimum of 42,000 square feet of common area open space shall be provided within the Project Site for recreational use by Project residents.
- c. Grading – Development within the Project Site shall utilize grading techniques as approved by the City of Upland. Grading concepts shall respond to the design criteria included in the Specific Plan.
- d. Building Modification – Residential building additions and/or alterations permitted by the Specific Plan shall match the architectural style of the primary dwelling unit and shall be constructed of the same materials, details, and colors as the primary dwelling unit.
- e. Utilities – All new and existing public utility distribution lines of 34.5 kV or less shall be subsurface throughout the project.

**3.5 Green and Sustainable Development Standards**

The following green and sustainable development standards shall apply to development within the Project Site.

- a. Technology – All homes shall be equipped with modern telecommunications technology for computer internet access, phone, fax, and television. Fiber optics cable shall be installed to all the properties if available from the utility provider.
- b. Energy Efficiency - All homes shall be constructed to meet or exceed the California

## SECTION 3. DEVELOPMENT REGULATIONS

Building Code Title 24 energy standard.

Energy efficient design techniques include, but are not limited to, the following:

- Increased insulation to minimize heat transfer and thermal bridging.
  - Roof orientations and design to accommodate homeowner installation of rooftop solar electric equipment.
  - Heating and cooling distribution systems that limit air leakage throughout the structure to minimize energy consumption.
  - Installation of ENERGY STAR or better rated windows, space heating and cooling equipment, light fixtures, appliances, and other applicable electrical equipment.
  - Installation of efficient lighting and lighting control systems and a building design which utilizes daylight as an integral part of the lighting system.
  - Installation of “cool roofs” and cool pavements.
  - Installation of solar light-emitting diodes (LEDs) for outdoor lighting or low level lighting.
- c. Builder-installed indoor appliances, including dishwashers, showers, and toilets, shall be low-water use in compliance with the adopted California Building Code.
- d. Solid Waste/Recycling - Development within the Project shall comply with City of Upland requirements for the provision and placement of solid waste and recycling receptacles. The homeowners association for the Specific Plan shall provide educational information on recycling to all homeowners as part of the initial purchase of homes and again thereafter on an annual basis.
- e. During Project construction the developer shall use clean-burning diesel fuel, biodiesel fuel, and/or other alternative fuels for heavy

construction equipment to reduce construction emissions. During Project construction, the developer shall use locally produced and/or manufactured building materials (materials that are obtained from sources using the least amount of transport) for at least 10 percent of the construction materials used, shall recycle or reuse at least 50 percent of the demolished and/or grubbed construction materials, and use “Green Building Materials,” such as those that are resource efficient and are recycled and manufactured for at least 10 percent of the Project.

- f. Drought-tolerant and/or native landscaping materials shall be used in all public and common areas to reduce water consumption.
- g. Smart Controller irrigation systems shall be installed in all public and common area landscaping.
- h. Landscape areas shall be designed on a “hydro zone” basis to group plants according to their water and sun requirements.

### 3.6 Permitted Uses and Structures

The following uses and structures are permitted “by right” within the Specific Plan subject to approval by the City of Development Plan Review pursuant to Zoning Code Section 17.44.030 (Development Plan Review). Any proposed use not specifically listed is not permitted unless the Development Services Director finds that the proposed use is equivalent to a listed permitted use and is permitted pursuant to the procedures established in Zoning Code Section 17.02.020 (Authority) “Unlisted Land Uses.”

- a. Residential single family detached dwelling units and garages.
- b. Residential attached and detached patios and patio covers.
- c. Public or private parks, recreational buildings, greenbelts, and/or common area open space.

## SECTION 3. DEVELOPMENT REGULATIONS

- d. Small family child care/day care facilities (up to 8 children).
- e. Accessory uses and structures to include the following and which conform to the provisions of Zoning Code Section 17.19 (Accessory Uses and Structures).
  - 1. Swimming pools, spas, sports courts, and other similar outdoor recreational amenities.
  - 2. Storage structures, garden structures, cabanas, and greenhouses.
- f. Minor home occupations pursuant to regulations established for Home Occupations per Upland Municipal Code Section 17.27, "Home Occupations."
- g. Cottage Food Operations per Upland Municipal Code Chapter 17.25 "Cottage Foods Operations."
- h. Model home and subdivision sales trailers, temporary construction parking, offices and facilities, real estate signs, signage indicating future development and directional signage pursuant to approval by the City of Development Plan Review per Upland Municipal Code Section 17.44.030 (Development Plan Review).

### **3.7 Residential Development Standards**

Residential development areas are subject to the development standards contained in Table 3.1 "Residential Development Standards."

**SECTION 3. DEVELOPMENT REGULATIONS**

Table 3.1

**Residential Development Standards**

<b>SFD RESIDENTIAL USE</b>	
<b>Lot Criteria</b>	
Min. Lot Width	47'
Min. Lot Depth	71'
Min. Lot Area (sq. ft.)	3,337
<b>MINIMUM SETBACKS <sup>(1) (2)</sup></b>	
<b>Front Setback</b>	
Living Area	10'
Street Facing Garage	19'
<b>Side Setback</b>	
From Interior PL	5'
From Street	5'
Patio Covers	5'
<b>Rear Setback</b>	
Main Structure	15'
Patio Covers	5'
<b>Lot Coverage</b>	
Max. Coverage	60% <sup>(3)</sup>
<b>Maximum Building Height <sup>(4)</sup></b>	
Main Structure	2 Stories - Max. 35'
Patio Covers	15'
<b>Walls, Fences and Hedges</b>	
Maximum Height at Interior or Rear Property Line <sup>(5)</sup>	6'
Maximum Height of Project Perimeter Walls	6'
Maximum Height of Retaining Walls at Project Boundary	4'
Maximum Height of Retaining Walls Between Lots and within Project Boundary	4'
<b>Parking</b>	
Min. Number of Parking Spaces Required <sup>(6)</sup>	2 per unit within a garage plus 2 open spaces per unit

**Footnotes:**

(1) Architectural projections and cantilevers may project a maximum of 2 feet into required front and side setback areas and 3 feet into required rear setback areas measured from the foundation to the roof plate; however, in no case shall such projection be closer than 3 feet to any property line. An architectural projection is defined as an element that articulates the building elevation such as eaves, window and door pop-out surrounds, media niches, bay windows, pot shelves, chimneys, enhanced window sills, shutter details, window trim, balconies and entry gates, and other similar elements.

(2) All setbacks measured from PL unless noted otherwise.

(3) A maximum of 5% deviation over the maximum allowable lot coverage is permitted for up to 8% of the total number of lots subject to approval during Development Plan Review.

(4) Architectural projections to include chimneys and antennas may exceed the maximum building height by an additional 5 feet.

(5) Refer to Section 3.10.2 (Fence and Wall Standards).

(6) All enclosed parking spaces within a garage shall be a minimum clear dimension of 20' x 20' for two spaces and 10' x 20' for single spaces. All open parking spaces shall be a minimum dimension of 9' x 19'. All parallel spaces shall be a minimum dimension of 8'x22'.

## SECTION 3. DEVELOPMENT REGULATIONS

### 3.8 Temporary Uses

Temporary uses shall be permitted pursuant to Zoning Code Chapter 17.41, "Temporary Use Permits and Film Permits."

### 3.9 Common Area Open Space Development Standards

- a. A central common area open space area shall be improved with recreational facilities to serve all age groups of residents of the Project. The following minimum improvements shall be constructed within the central common area open space area:
  1. Swimming pool.
  2. Pool house to include restrooms/changing rooms and drinking fountains.
  3. Park furniture including benches and trellises.
  4. Trash receptacles.
  5. Barbecue area(s) provided with picnic tables and barbecue grills.
  6. Children's play area.
- b. Common area open space improvements shall be approved by the City as part of Development Plan Review.

### 3.10 Landscaping, Fencing, and Walls

All landscape and irrigation plans for streetscapes and common area open space including graphic designs with regard to the identity of the Specific Plan, neighborhood identity, or entry monuments shall conform to the regulations as set forth herein and shall be subject to review and approval by the City at the time of Development Plan Review. The form and content of landscape plans for streets, common area open space, and other common areas shall conform to the requirements of the City's Development Plan Review application requirements.

### 3.10.1 Landscape and Irrigation Standards

- a. All landscaping within the Project shall comply with the provisions of Section 4, "Design Criteria" of this Specific Plan utilizing plant materials specified on the "Suggested Plant List" established for the Specific Plan.
- b. Landscape streetscape improvements for streets within the Project shall conform to the landscape treatment described for these streets within Section 4 "Design Criteria" of this Specific Plan.
- c. The design and improvement of all common area landscaping, including landscape and irrigation plans, shall be reviewed and approved by the City at the time of Development Plan Review and shall conform with the requirements of Section 4 "Design Criteria" of this Specific Plan.
- d. Installation of landscaping and automatic irrigation within the front yards of all residential areas shall be provided by the home builder and maintained in a healthy condition at all times. At a minimum, the builder shall install groundcover and appropriate shrubs and trees in the front yards of homes within residential areas. A minimum of one 24 inch box shade tree shall be installed within each residential front yard. A variety of landscape designs shall be provided by the homebuilder to the homeowner. All landscape plans shall be reviewed and approved by the City at the time of Development Plan Review.
- e. No more than 50% of a front or side yard of a residential lot shall be dedicated to driveways, hardscape and walkways.
- f. All manufactured and cut/fill slopes exceeding three (3) feet in height shall be planted with an effective mixture of ground cover, shrubs, and trees installed by the developer. Such slopes shall also be irrigated as necessary to

## SECTION 3. DEVELOPMENT REGULATIONS

comply with any requirements established by the City.

- g. Boundary landscaping shall be required adjacent to the Project Site along the perimeter of 15th Street. Landscaping shall generally be placed along the perimeter property line adjacent to 15th Street in accordance with the landscape design illustrated in Section 4, "Design Criteria," of the Specific Plan.
- h. Landscaping and automatic irrigation systems within the public rights-of-way and private common areas of the Project shall be installed by the developer.

### 3.10.2 Fence and Wall Standards

- a. Freestanding, decorative perimeter walls and view open fencing shall be provided within and at the perimeter of the Project Site as specified in the "Wall and Fence Master Plan" pursuant to Section 4, "Design Criteria," of the Specific Plan. Such walls and fences shall be constructed concurrently with the construction of improvements required for development of the Project.
- b. Perimeter walls and fencing shall be constructed consistent with the "Wall and Fence Details" pursuant to Section 4, "Design Criteria," of the Specific Plan. Perimeter walls shall not exceed six feet in height from highest finished grade. Retaining walls on the 15th Street perimeter shall not exceed four feet in height. If required for sound attenuation, perimeter walls may exceed six feet in height from highest finished grade, subject to the recommendations of an acoustical study as approved by the Director of Development Services.
- c. Individual residential side and rear yard walls and fencing shall not exceed six feet in height from highest adjacent finished grade. Interior retaining walls in public view shall not exceed four feet in height from highest adjacent fin-

ished grade. Side and rear walls may exceed six feet in height from adjacent finished grade if required by the City for sound attenuation pursuant to the recommendations of an Acoustical Report and as approved by the Director of Development Services. All side and rear yard fences and walls shall be constructed consistent with the "Wall and Fence Details" pursuant to Section 4, "Design Criteria," of the Specific Plan.

- d. All perimeter wall and fence materials throughout the Project shall be of uniform manufacture with colors specified for the overall design theme as provided for in Section 4 "Design Criteria," of this Specific Plan.

### 3.11 Signage

A Master Sign Program shall be submitted by the developer of the Project and approved by the City subject to approval of Development Plan Review pursuant to Zoning Code Section 17.44.030 (Development Plan Review). The Master Sign Program shall address residential project entries, residential neighborhood identification signs, and way finding signs within the project. No project signs shall be permitted in the public right-of-way.

#### 3.11.1 Master Sign Program Contents

The sign program shall address, at a minimum, the following:

- a. Permitted signs.
- b. Prohibited signs.
- c. The hierarchy of signage.
- d. Definition of types of signs.
- e. Locations and dimensions for monument signs and public facilities signs.
- f. Locations and dimensions of directional signage.

## SECTION 3. DEVELOPMENT REGULATIONS

- g. Provisions for size, location, and duration of display of temporary signs.
- h. Permitted sign types, styles, construction materials, colors, and lettering styles.
- i. Requirements for a sign permit application.
- j. Procedures for obtaining approval of a sign permit.
- k. Procedures for amending the sign program.

### 3.12 Lighting

#### 3.12.1 General Requirements

Project Site lighting shall be installed in accordance with the following standards.

- a. No light glare incidental to any use shall be visible beyond any boundary line of the Project Site.
- b. Residential fixtures shall be uniform and unobtrusive. Shielded fixtures are required to prevent up lighting and to shield lighting source from adjacent residential areas.

#### 3.12.2 Public Street Lights

Public streetlights installed along 15th Street as part of the Project shall be LED. Design of fixtures shall be approved by the City as part of Development Plan Review.

#### 3.12.3 Private Street Lighting Fixtures

- a. Private street lighting shall conform to the City's requirements for street lighting.
- b. Private street lighting fixtures shall be on sensors for automatic nighttime lighting. Style and specifications for all street lights shall be approved by the City as part of Development Plan Review.
- c. Street lighting within the Project Site shall comply with City specifications.
- d. Private street lights shall include shielding devices for "dark sky" purposes and shall direct or reflect light downward.

#### 3.12.4 Common Area Open Space Lighting

- a. Lighting within common area open space shall be approved by the City as part of the City's Development Plan Review of these facilities.
- b. Bollard lighting is recommended along walkways within the common area open space.
- c. Light fixtures shall include shielding devices for "dark sky" purposes and shall direct or reflect light downward.



## Section 4. Design Criteria

### 4.1 Purpose and Intent

The Specific Plan Design Criteria establish architectural and landscape design principles and requirements for the Specific Plan. These design criteria provide the foundation for the design and construction of an aesthetically unified residential development while also responding to the existing surrounding area.

Design Guideline Objectives:

- To provide the City of Upland with the necessary assurances that the Project Site will be developed in accordance with the quality and character proposed in this Specific Plan;
- To provide design criteria to developers, builders, engineers, architects, landscape architects and other professionals to ensure the desired design quality is achieved; and
- To provide development criteria to guide development of the Project as an attractive and distinctive community that responds to the character and design fabric of the surrounding existing residential community.

### 4.2 Landscape Design

Careful consideration has been given to the design of the community landscape for the Project Site. The following design criteria are organized to help define the basic landscape design principles for the Project. Conformance with these criteria will help to assure a vision and integrity of design for the Project resulting in a distinctive community image and sense of place for residents. All landscape plans, streetscape plans, and graphic designs with regard to community identity, neighborhood identity, or entry monumentation shall conform to the criteria set forth herein.

The intent of the landscape design criteria for the Project is to control the appearance of the

development with respect to scale, proportion, height, materials and colors while still encouraging variety and innovation. The landscape concept for the Project is illustrated on Exhibit 15, “Conceptual Landscape Plan.”

#### 4.2.1 Landscape Elements

Landscape design encompasses “hardscape” elements such as entry monuments, signage, walls, fences, gates, paving, recreation and picnic equipment, as well as “softscape” elements such as trees, shrubs, vines and ground cover. All landscape elements should be compatible with the scale of the adjacent architecture and the surrounding space. Water conservation and long term maintenance should be kept in mind when selecting specific plant material. Hydrozoning (grouping plants with similar water requirements) is encouraged. Table 4.1, “Suggested Plant List” provides planting guidelines for both common and private areas. Compliance with the City’s water efficient landscape ordinance is required. The following guidelines address the design of specific landscape elements within the Project Site.

**SECTION 4. DESIGN CRITERIA**

Table 4.1

**Suggested Plant List**

BOTANICAL NAME	COMMON NAME	WATER REQUIREMENTS
<b>TREES</b>		
<i>Agonis flexuosa</i>	Peppermint Tree	M
<i>Albizia julibrissin</i>	Silk Tree	M
<i>Arbutus marina</i>	Strawberry Tree	L
<i>Brachychiton populneus</i>	Bottle Tree	L
<i>Callistemon viminalis</i>	Weeping Bottlebrush	M
<i>Cedrus deodara</i>	Deodar Cedar	M
<i>Ceratonia siliqua</i>	St. John's Bread, Carob Tree	L
<i>Cercis occidentalis</i>	Western Redbud	L
<i>Cinnamomum camphora</i>	Camphor Tree	M
<i>Cupaniopsis anacardioides</i>	Carrot Wood	M
<i>Eriobotrya deflexa</i>	Bronze Loquat	M
<i>Fraxinus greggii</i>	Little Leaf Ash	M
<i>Fraxinus O. 'Raywood'</i>	Raywood Ash	M
<i>Fraxinus velutina</i>	Arizona Ash	M
<i>Geijera parviflora</i>	Australian Willow	M
<i>Koelreuteria bipinata</i>	Chinese Flame Tree	M
<i>Koelreuteria paniculata</i>	Golden Rain Tree	L
<i>Lagerstroemia indica</i>	Crape Myrtle	M
<i>Laurus nobilis 'Saratoga'</i>	Sweet Bay	L
<i>Liquidambar styraciflua</i> (seedless var.)	Sweet Gum	M
<i>Melaleuca quinquinervia</i> (M. vir. <i>Rubifolia</i> )	Cajeput Tree	M
<i>Olea europaea 'Swan Hill'</i>	Fruitless Olive	L
<i>Pinus eldaeica</i>	Pinyon Pine	L
<i>Pistacia chinensis</i>	Chinese Pistache	M
<i>Platanus acerifolia</i>	London Plane Tree	M
<i>Platanus racemosa</i>	California Sycamore	M
<i>Podocarpus gracilior</i> ( <i>Afrocarpus gracilior</i> )	Fern Pine	M
<i>Podocarpus henkelii</i>	Long Leafed Yellow Wood	M
<i>Prunus caroliniana</i>	Carolina Laurel Cherry	M
<i>Prunus cerasifera</i>	Purple Leaf Plumb	M
<i>Prunus ilicifolia</i>	Hollyleaf Cherry	VL
<i>Prunus ilicifolia lyonii</i>	Catalina Cherry	L
<i>Quercus agrifolia</i>	Coast Live Oak	L
<i>Quercus ilex</i>	Holly Oak	L

Table 4.1

**Suggested Plant List (cont.)**

BOTANICAL NAME	COMMON NAME	WATER REQUIREMENTS
Rhaphiolepis indica 'Majestic Beauty'	Majestic Beauty Hawthorn	M
Rhus lancea	African Sumac	L
Sdhinus molle	California Pepper Tree	L
Tristania conferta (Lophostemon conferta)	Brisbane Box	M
Ulmus parvifolia	Chinese Elm	M
<b>SHRUBS</b>		
Abelia grandiflora	Glossy Abelia	M
Acanthus mollis	Grecian Urn Plant	M
Agave american variegatum	Century Variegata	L
Agave attenuata	Foxtail Agave	L
Agave tequilana	Blue Agave	L
Aloe maculata	Soap Aloe Hybrid	
Artemisia californica	California Sagebrush	L
Baccharis pilularis	Coyote Brush	L
Bougainvillea spp.	Bougainvillea	L
Buddleia marrubiifolia	Wolly Butterfly Bush	L
Caesalpinia gilliesii	Desert Bird of Paradise	L
Calliandra californica	Baja Fairy Duster	L
Calliandra inaequilatera	Red/Pink Powder Puff	M
Carissa macrocarpa	Natal Plum	M
Ceanothus spp.	California Wild Lilac	L
Coprosma petriei	Verde Vista	L
Dalea bicolor	Dalea	L
Dianella tasmanica Silver Streak	Silver Streak Flax Lily	L
Dodonaea viscosa	Hopbush	M
Echeveria elegans	Elegans Hen & Chicks	L
Echium fastuosum	Pride of Madeira	L
Elaeagnus pungens	Suilverberry	L
Equisetum Hyemale	Horsetail Reed	M
Escallonia species	Escallonia	M
Euonymus japonicus spp.	Euonymous	L
Euryops pectinatus	Shrub Daisy	L
Feijoa sellowiana (Acca sellowiana)	Pineapple Guava	M
Gaura lindheimeri Siskiyou Pink	Gaura	L

**SECTION 4. DESIGN CRITERIA**

Table 4.1

**Suggested Plant List (cont.)**

BOTANICAL NAME	COMMON NAME	WATER REQUIREMENTS
Hebe 'Veronica Lake'	Veronica Lake Hebe	M
Heteromeles arbutifolia	Toyon	L
Heuchera sanguinea	Cora Bells	M
Ilex cornuta 'Burfordii'	Burford Holly	M
Lantana montevidensis (gold cultivars)	Trailing Lantana	L
Lavandula species	Lavender	L
Mahonia species	Oregon Grape	M
Melaleuca nesophila	Pink Melaleuca	L
Myrica californica	Pacific Wax Myrtle	M
Nandina domestica species	Heavenly Bamboo	M
Pennisetum orientale	Oriental Fountain Grass	M
Photinia x fraseri	Fraser's Photinia	M
Phormium Tom Thumb	Phormium Tom Thumb	L
Pittosporum tobira and hybrids	Tobira/Japanese Mock Orange	M
Plumbago auriculata (campense)	Cape Plumbago	M
Prunus caroliniana	Laurel Cherry	M
Pyracantha species	Firethorn	M
Raphiolepis indica	Indian Hawthorn	M
Rhus integrifolia	Lemonade Berry	L
Rhus laurina	Laurel Sumac	L
Rhus ovata	Sugar Bush	L
Ribes aureum	Golden Currant	L
Ribes sanguineum	Red Flowering Currant	M
Rosa banksiae	Lady Bank's Rose	M
Rosa californica	California Wild Rose	L
Rosmarinus officinalis 'Tuscan Blue'	Tuscan Blue Rosemary	L
Salvia clevelandii & hybrids	Salvia	L
Salvia greggii & hybrids	Sutton Sage	L
Salvia leucantha	Mexican Bush Sage	L
Salvia leucophylla	Purple Sage	L
Senecio serpens	Blue Chalk Sticks	L
Solanum rantonnetii (Lycianthus rant.)	Blue Potato Bush	M
Westringia longifolia	Coast Rosemary	L

Table 4.1

**Suggested Plant List (cont.)**

BOTANICAL NAME	COMMON NAME	WATER REQUIREMENTS
<b>ACCENTS/GRASSES</b>		
Agapanthus species	Lily of the Nile	M
Carex species (non-native)	Sedge	M
Carex species (native)	Sedge	M
Dietes bicolor	Fortnight Lily	M
Dietes iridioides (vegeta)	African Iris	M
Dudleya lanceolata	Live Forever	L
Hemerocallis hybrids	Day Lily	M
Iris douglasiana	Douglas Iris	M
Kniphofia uvaria	Red Hot Poker	L
Liriope gigantea	Giant Lilyturf	M
Liriope muscari	Big Blue Lilyturf	M
Muhlenbergia lindhimeri	Muhly Grass	M
Muhlenbergia rigens	Deer Grass	M
Phormium tenax	New Zealand Flax	M
Sedum species	Various Sedum	L
Senecio cineraria	Dusty Miller	L
Tulbaghia violacea	Society Garlic	M
<b>GROUNDCOVER</b>		
Acacia redolens 'Desert Carpet'	Trailing Acacia	L
Aptenia 'Red Apple'	Red Apple	L
Arctostaphylos 'Emerald Carpet'	Emerald Carpet Manzanita	L
Baccharis 'Centennial'	Centennial Baccharis	L
Ceanothus griseus var. horizontalis	Carmel Ceanothus	L
Cotoneaster (compact varieties)	Cotoneaster	M
Dalea greggii	Trailing Indigo Bush	L
Lonicera japonica 'Halliana'	Hall's Japanese Honeysuckle	L
Mahonia repens	Creeping Mahonia	M
Myoporum parvifolium	Prostrate Myoporum	L
Osteospermum fruticosum	Trailing African Daisy	L
Rosmarinus officinalis 'Prostratus'	Prostrate Rosemary	L
Trachelospermum jasminoides	Star jasmine	M
Verbena species	Verbena	L

**SECTION 4. DESIGN CRITERIA**

Table 4.1

**Suggested Plant List (cont.)**

BOTANICAL NAME	COMMON NAME	WATER REQUIREMENTS
<b>VINES</b>		
Distictis buccinatoria	Blood Red Trumpet Vine	M
Ficus pumila	Creeping Fig	M
Lonicera japonica	Japanese Honeysuckle	L
Macfadyena unguis-cati	Cat's Claw Vine	L
Parthenocissus tricuspidata	Boston Ivy	M
Rosa banksiae	Lady Bank's Rose	M

# SECTION 4. DESIGN CRITERIA

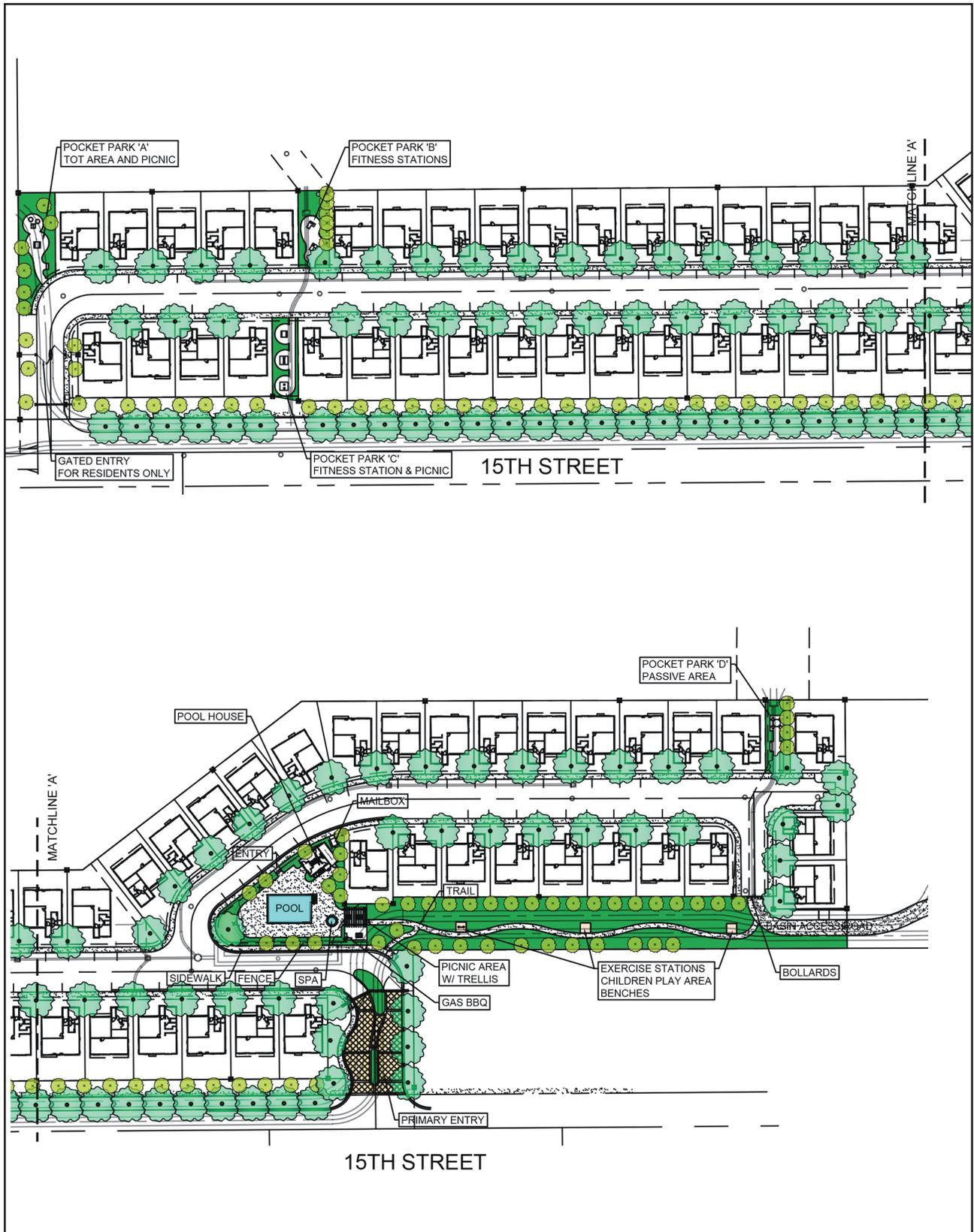


Exhibit 15  
**Conceptual Landscape Plan**

Source: Lantex Landscape Architecture Inc.



## SECTION 4. DESIGN CRITERIA

### 4.2.2 Community Entries

The Primary Community Entry to the Project Site establishes the design theme for the Project through a blend of hardscape and planting elements that form the first impression to visitors and residents entering the community. Entry lighting shall avoid intensely bright lighting of monuments. Entry monuments should be lit to provide a soft wash of light across the monument signage. Specimen trees should be up-lit with several fixtures into the canopy to avoid creating dark sides of the trees. Paving at the Primary Community Entry should provide a softened appearance while providing a hard surface for vehicle use. The Primary Community Entry shall include the following:

- Use of large specimen canopy trees to anchor each side of the entry drive and enhanced paving at the entry drive.
- A 6 foot high tubular steel fence and gate and a 6 foot high slump block monument wall with a sack finish painted white and brick cap with pilasters on each side with architectural detailing to match the monument wall.
- Parkway trees within the 15th Street right of way adjacent to the Project Site.
- A variety of accent trees and shrub masses planted in a series of layers (foreground, mid ground, background at the Project Entry, and along 15th Street adjacent to the Project Site) to help define borders and plant groupings while combining interesting foliage textures and color.
- Accent lighting for landscape and monumentation.
- Varying width landscape buffer areas located where residential side property lines abut the community entry street.

The Primary Community Entry is illustrated on Exhibit 16, "Primary Community Entry" and Exhibit 17, "Primary Community Entry Elevation View."

The Secondary Community Entry for the Project at 15th Street is illustrated on Exhibit 18, "Secondary Community Entry."

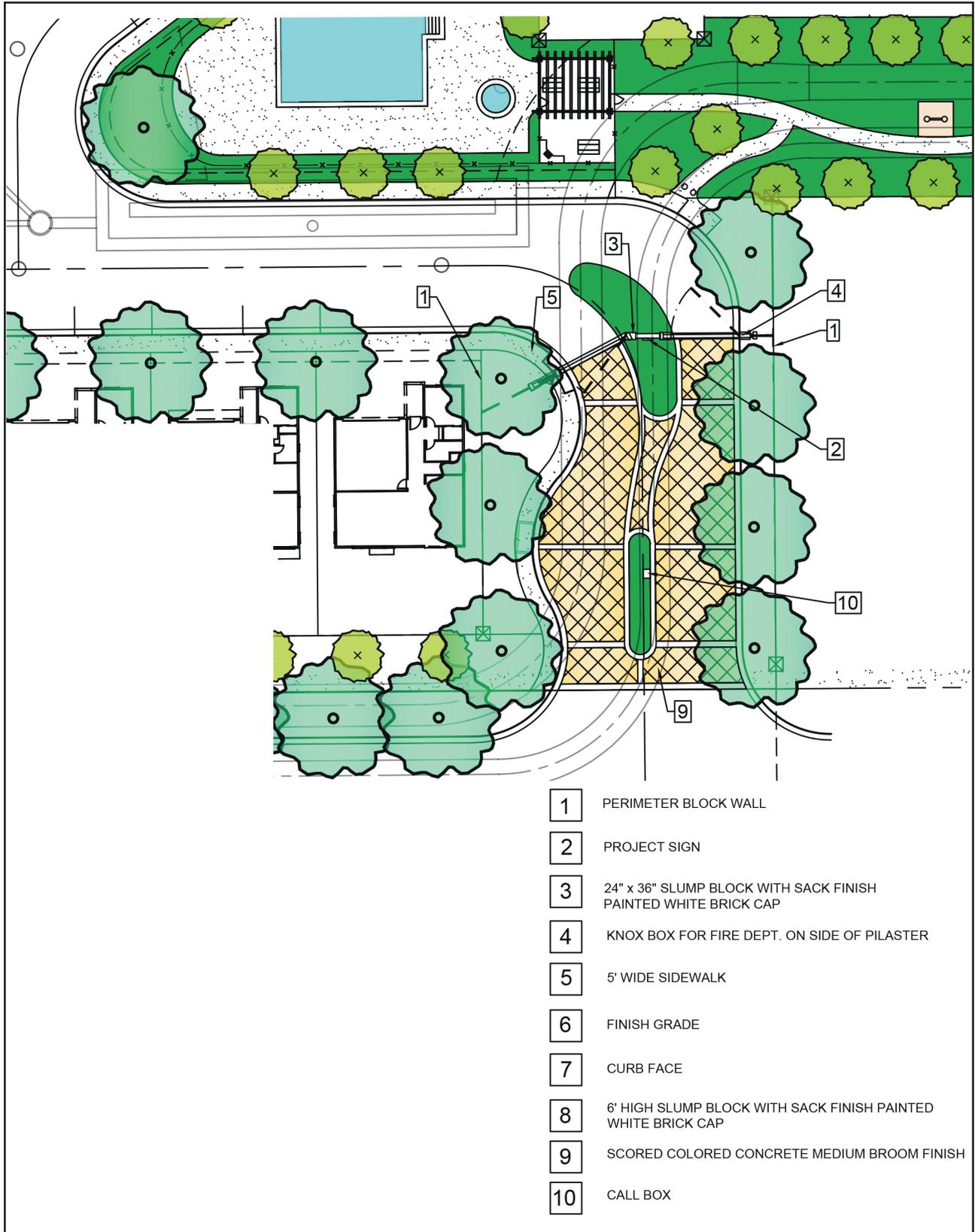
### 4.2.3 Interior Streetscapes

Streetscape design within the interior of the Project Site shall be consistent in character and should help to promote pedestrian circulation within the community. Streetscapes are designed to provide a clear delineation between pedestrian and vehicular travel areas. Shrubs, low groundcovers, and "California Friendly" ornamental grasses are used to the greatest extent possible to reduce maintenance and conserve resources. The planting plan for streets includes informal plantings of trees, shrubs, groundcovers, and grasses. Uniformed spacing of trees is avoided in order to create an interesting and inviting pedestrian experience while also offering visual interest to motorists encouraging them to slow driving speeds and observe their surroundings. The following design criteria apply to streetscape design for the Project.

- Landscape treatments of each street shall be consistent throughout the length of the street in the neighborhood.
- Landscape treatments shall generally utilize street trees planted at intervals of 50 feet on center as feasible. Street trees shall be placed a minimum of eight feet from street light standards.
- Street tree planting as described below shall generally utilize one or two primary species for each street with a limited number of additional species to be used as accent planting.

The streetscape plan for interior streets within the Project Site is illustrated on Exhibit 19, "Streetscape Key Map," and Exhibits 20-25, "Streetscape Sections."

**SECTION 4. DESIGN CRITERIA**



- 1 PERIMETER BLOCK WALL
- 2 PROJECT SIGN
- 3 24" x 36" SLUMP BLOCK WITH SACK FINISH PAINTED WHITE BRICK CAP
- 4 KNOX BOX FOR FIRE DEPT. ON SIDE OF PILASTER
- 5 5' WIDE SIDEWALK
- 6 FINISH GRADE
- 7 CURB FACE
- 8 6' HIGH SLUMP BLOCK WITH SACK FINISH PAINTED WHITE BRICK CAP
- 9 SCORED COLORED CONCRETE MEDIUM BROOM FINISH
- 10 CALL BOX

Exhibit 16  
**Primary Community Entry**

Source: Lantex Landscape Architecture Inc.



# SECTION 4. DESIGN CRITERIA

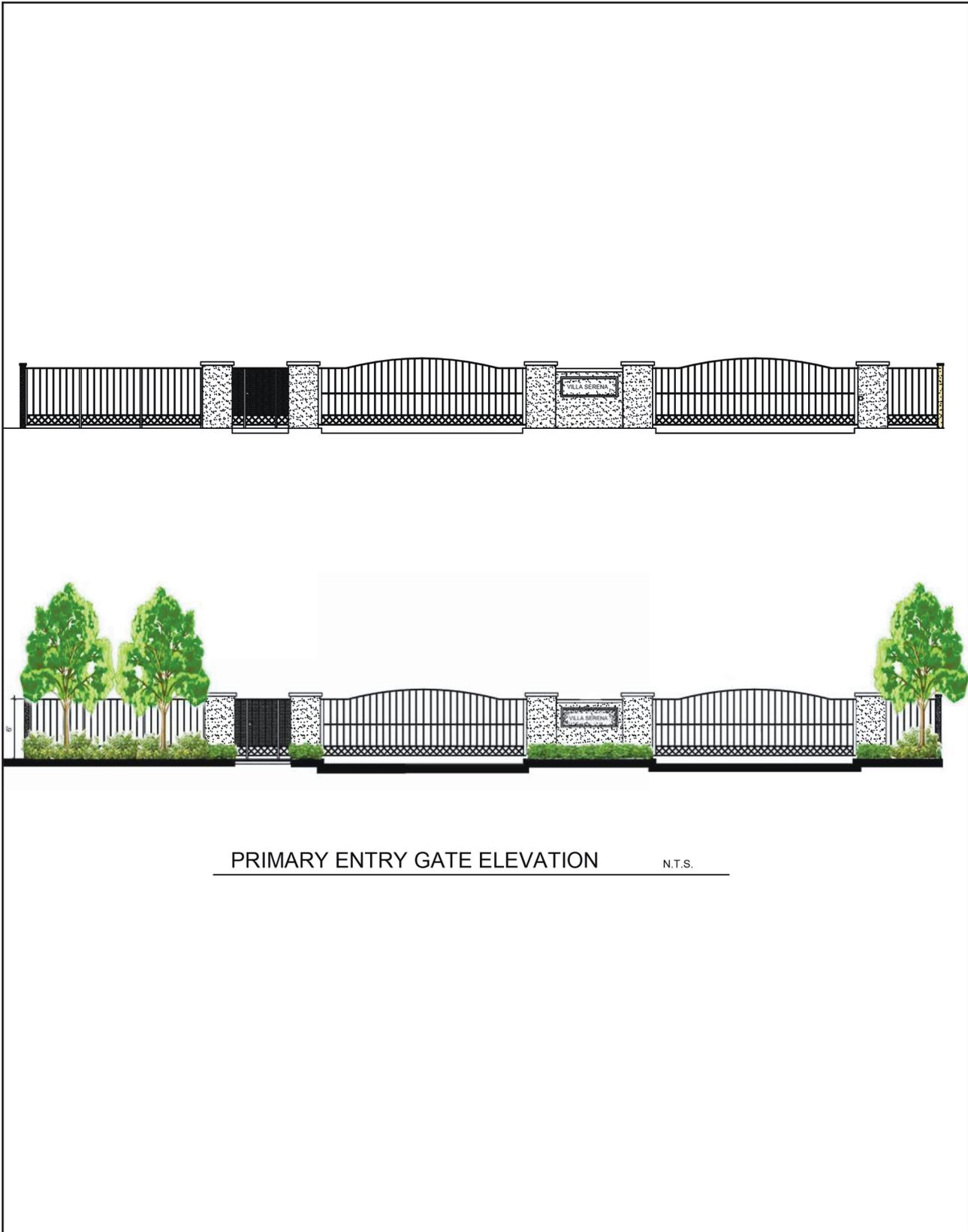


Exhibit 17  
**Primary Community Entry  
Elevation View**

Source: Lantex Landscape Architecture Inc.

**SECTION 4. DESIGN CRITERIA**

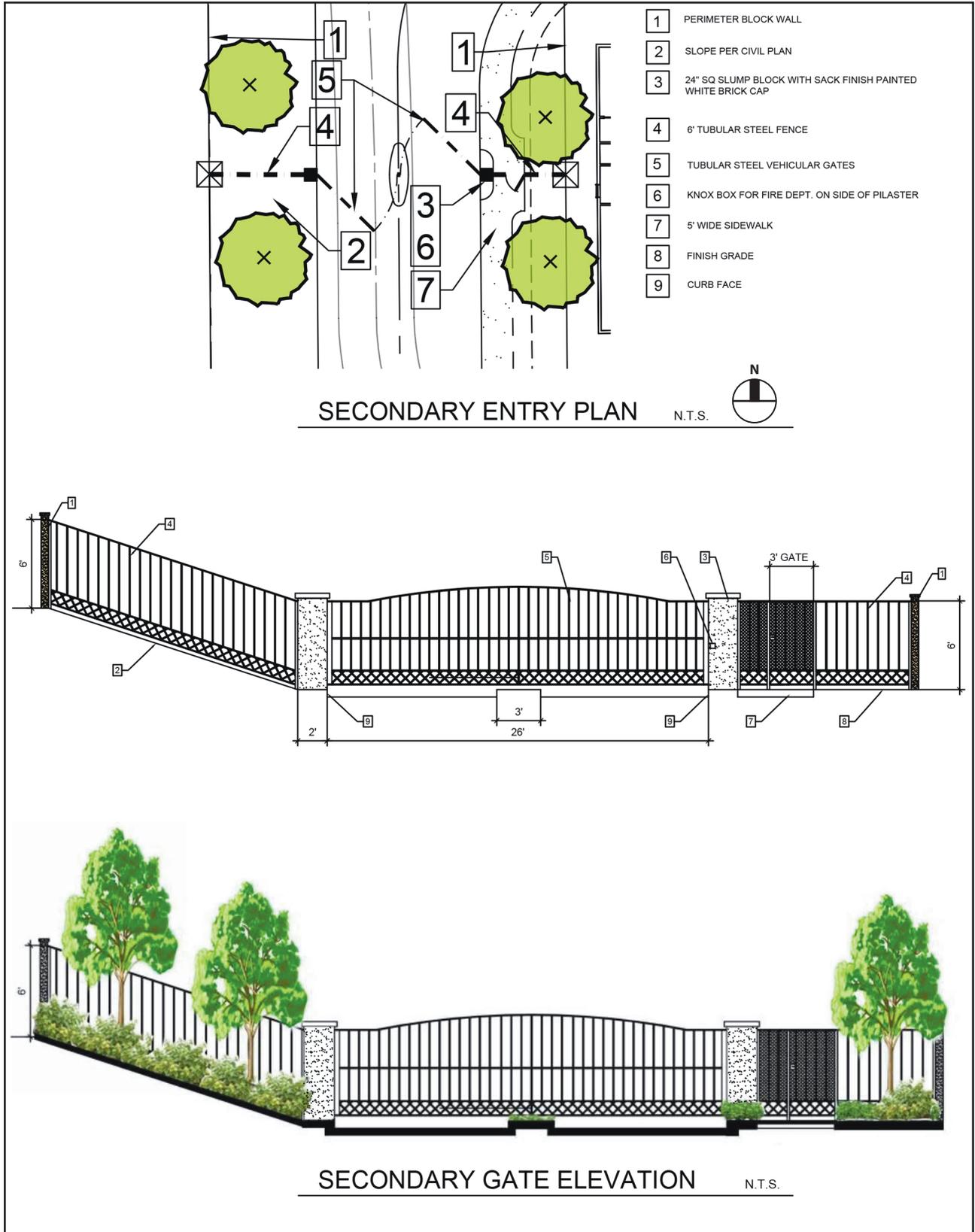


Exhibit 18  
**Secondary Community Entry**

Source: Lantex Landscape Architecture Inc.

# SECTION 4. DESIGN CRITERIA

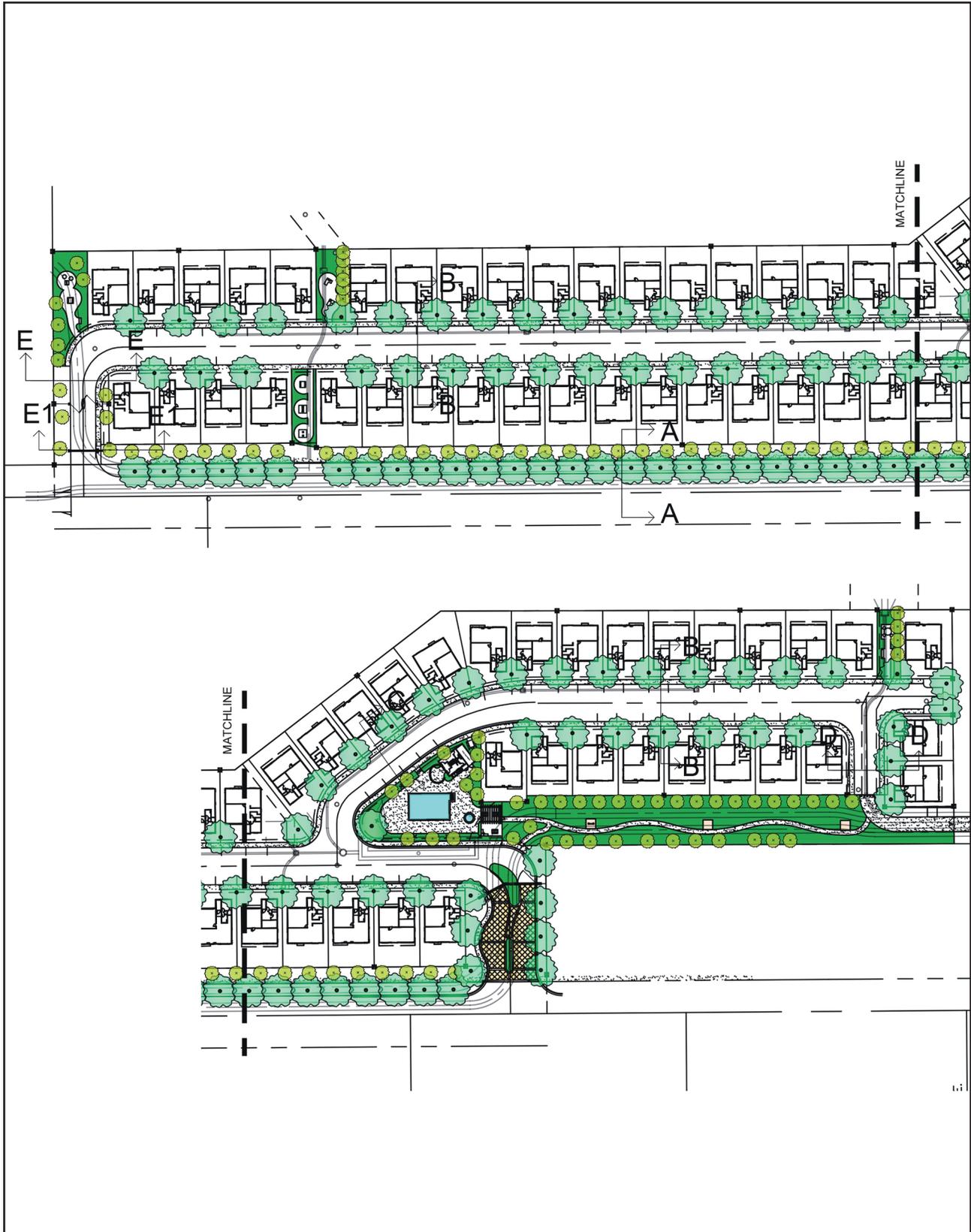


Exhibit 19  
**Streetscape Key Map**

Source: Bassenian/Lagoni



# SECTION 4. DESIGN CRITERIA

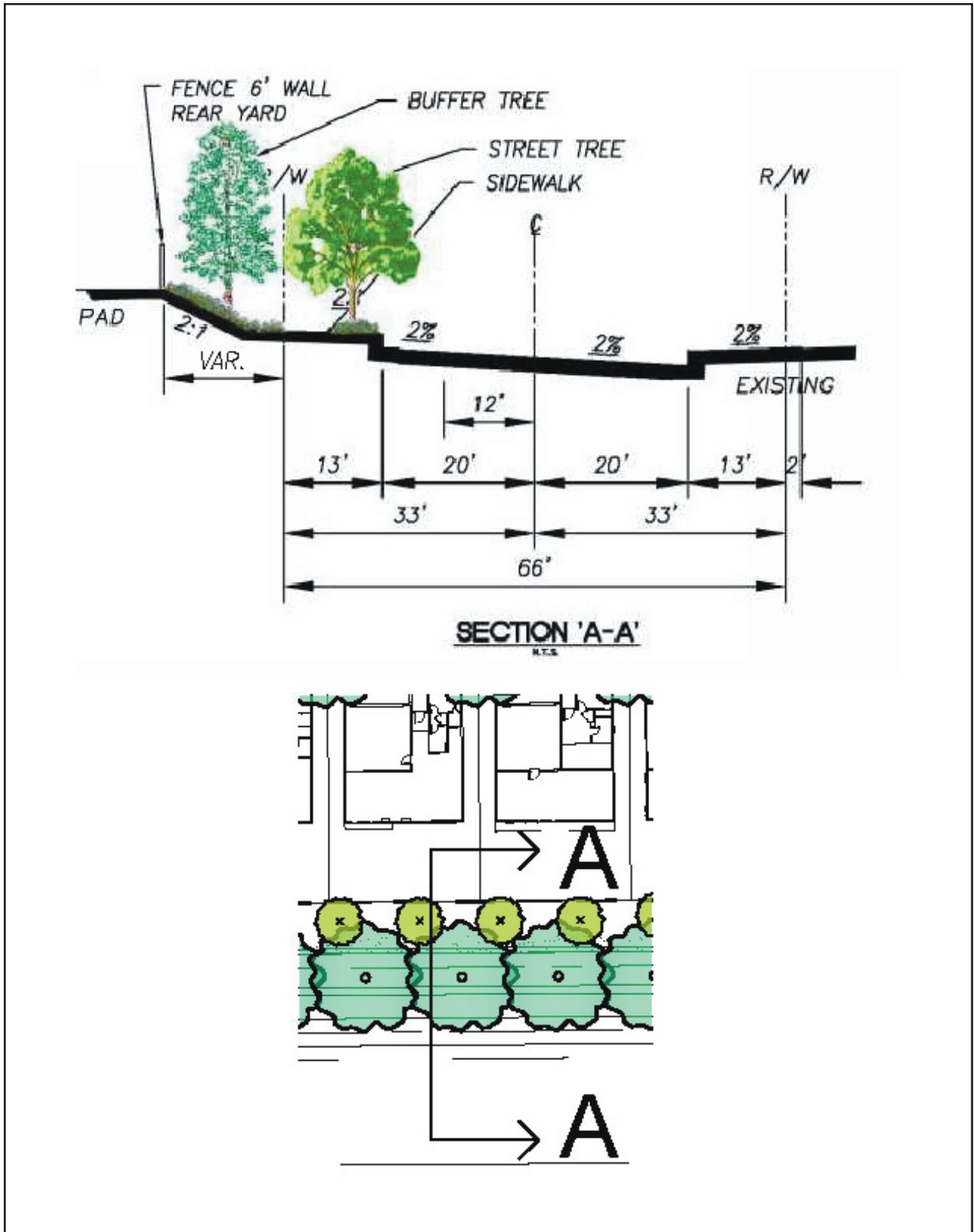


Exhibit 20  
**Streetscape Sections**

Source: Bassenian/Lagoni



# SECTION 4. DESIGN CRITERIA

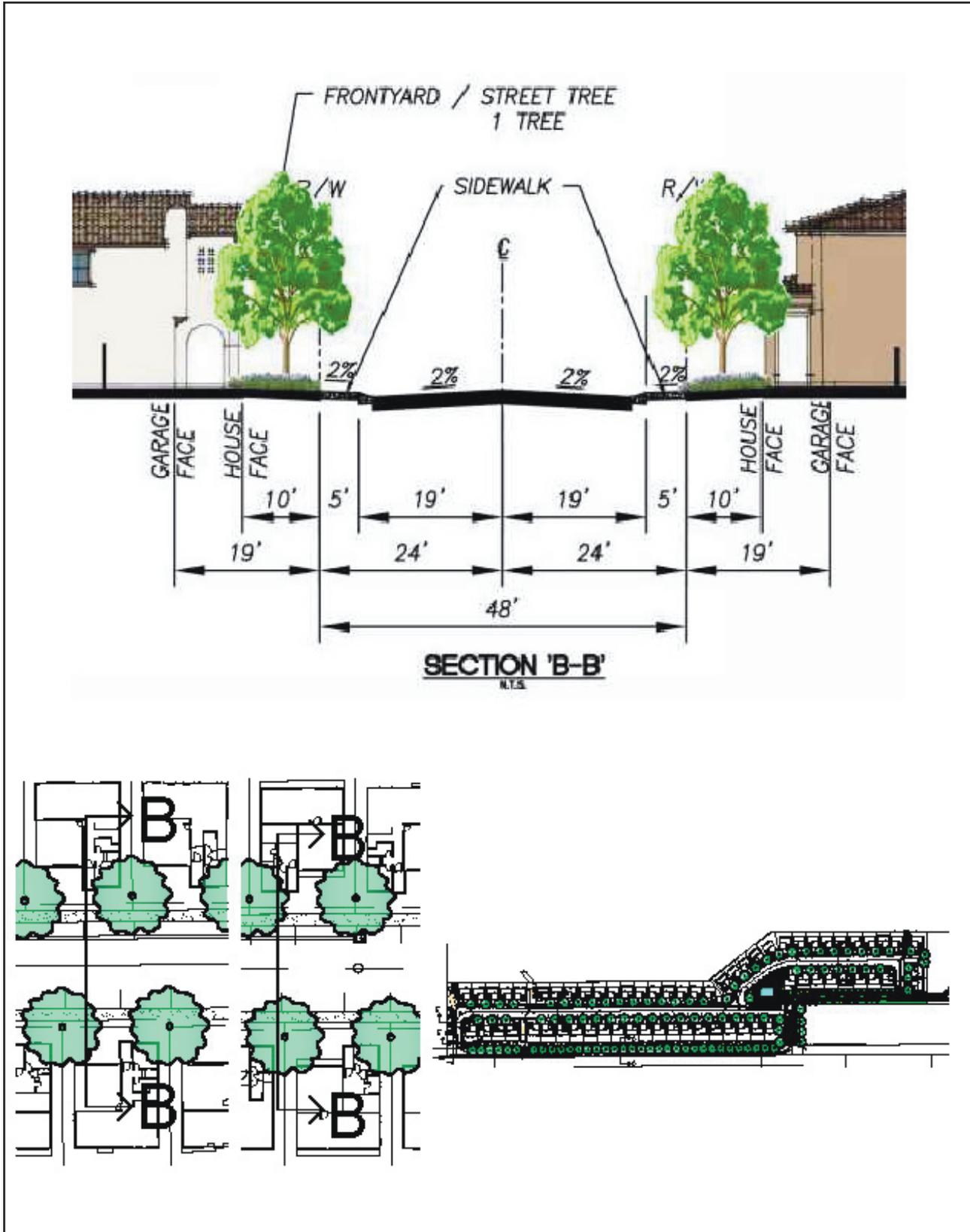


Exhibit 21  
**Streetscape Sections**

Source: Bassenian/Lagoni



# SECTION 4. DESIGN CRITERIA

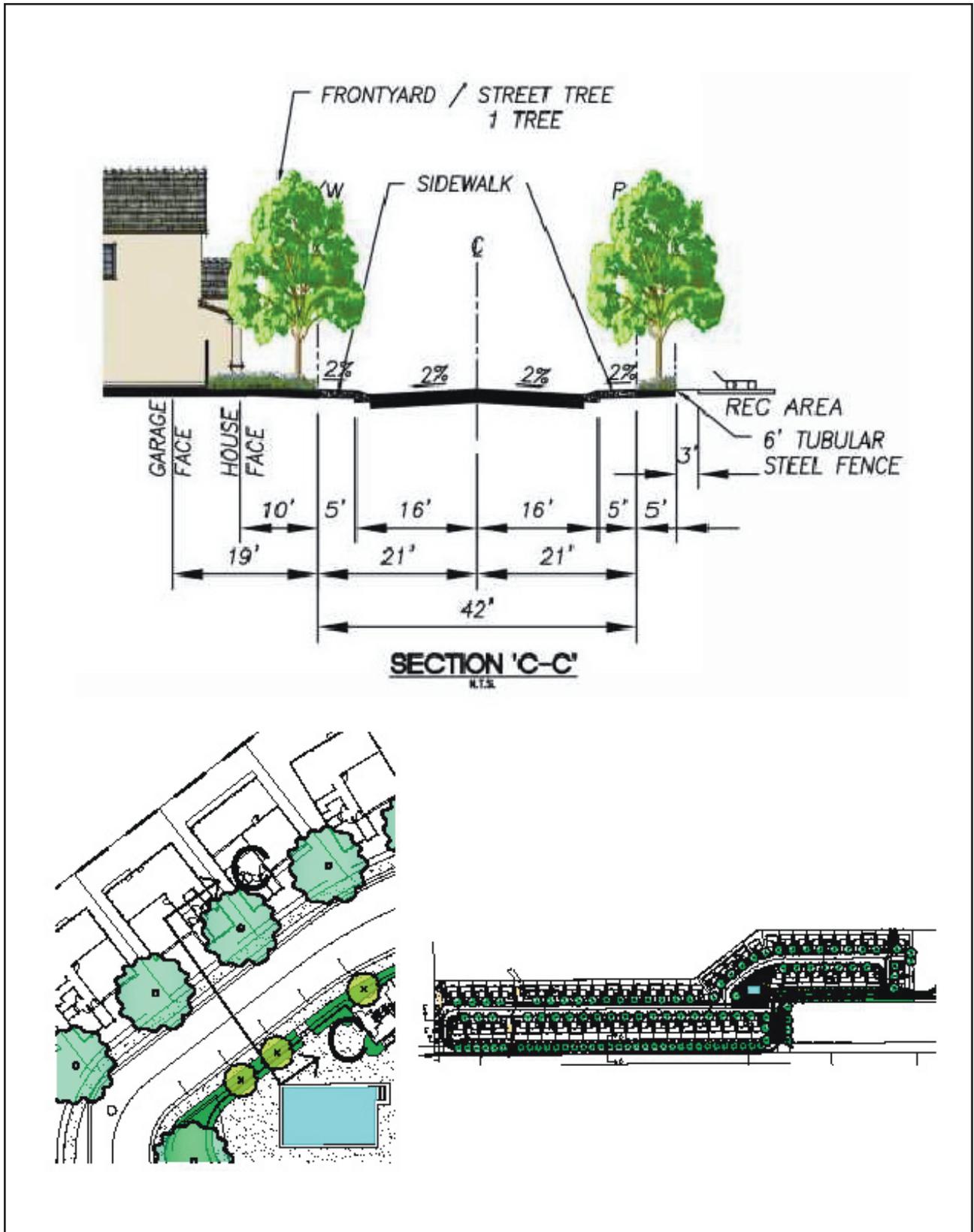


Exhibit 22  
**Streetscape Sections**

Source: Bassenian/Lagoni



# SECTION 4. DESIGN CRITERIA

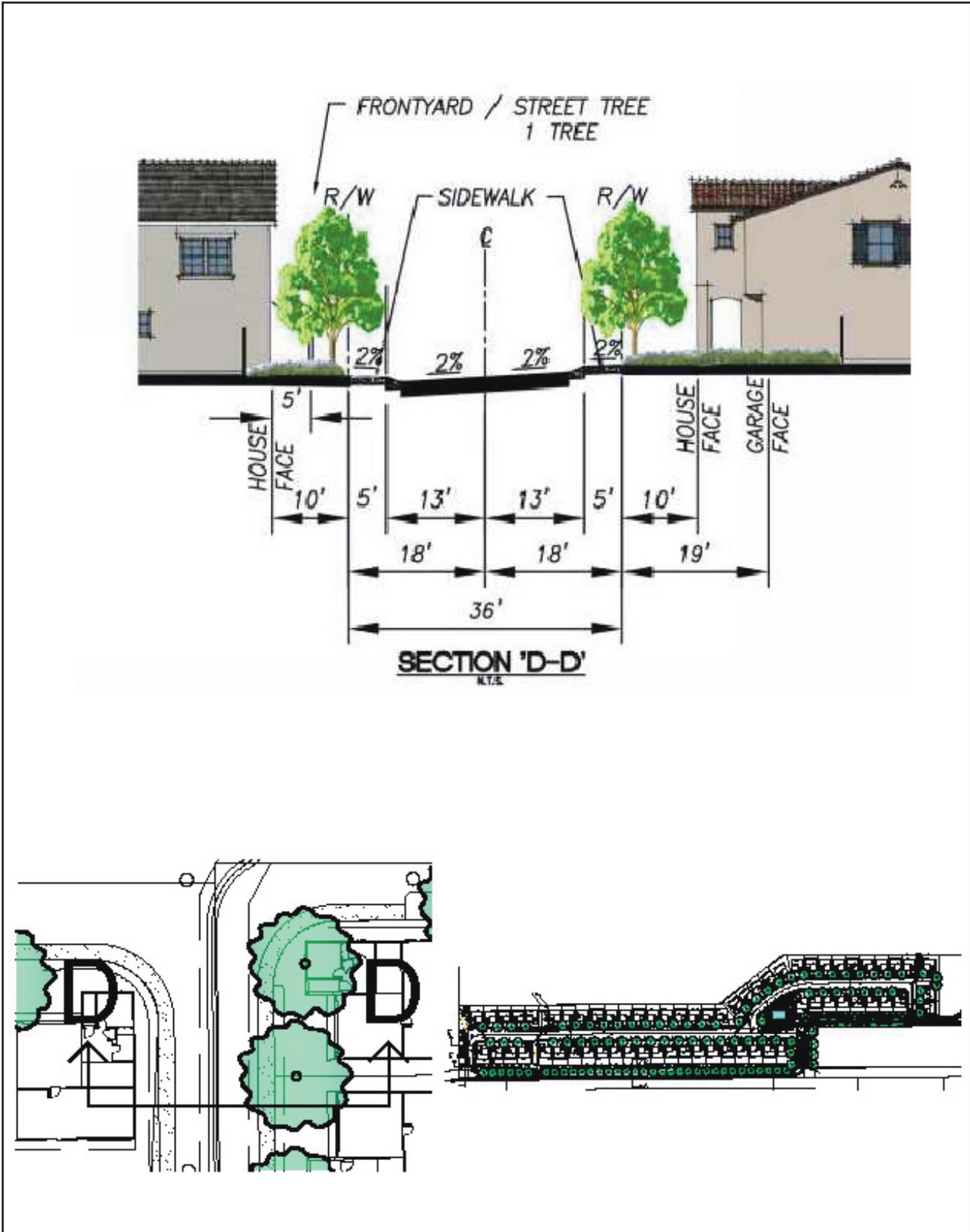


Exhibit 23  
**Streetscape Sections**

Source: Bassenian/Lagoni



# SECTION 4. DESIGN CRITERIA

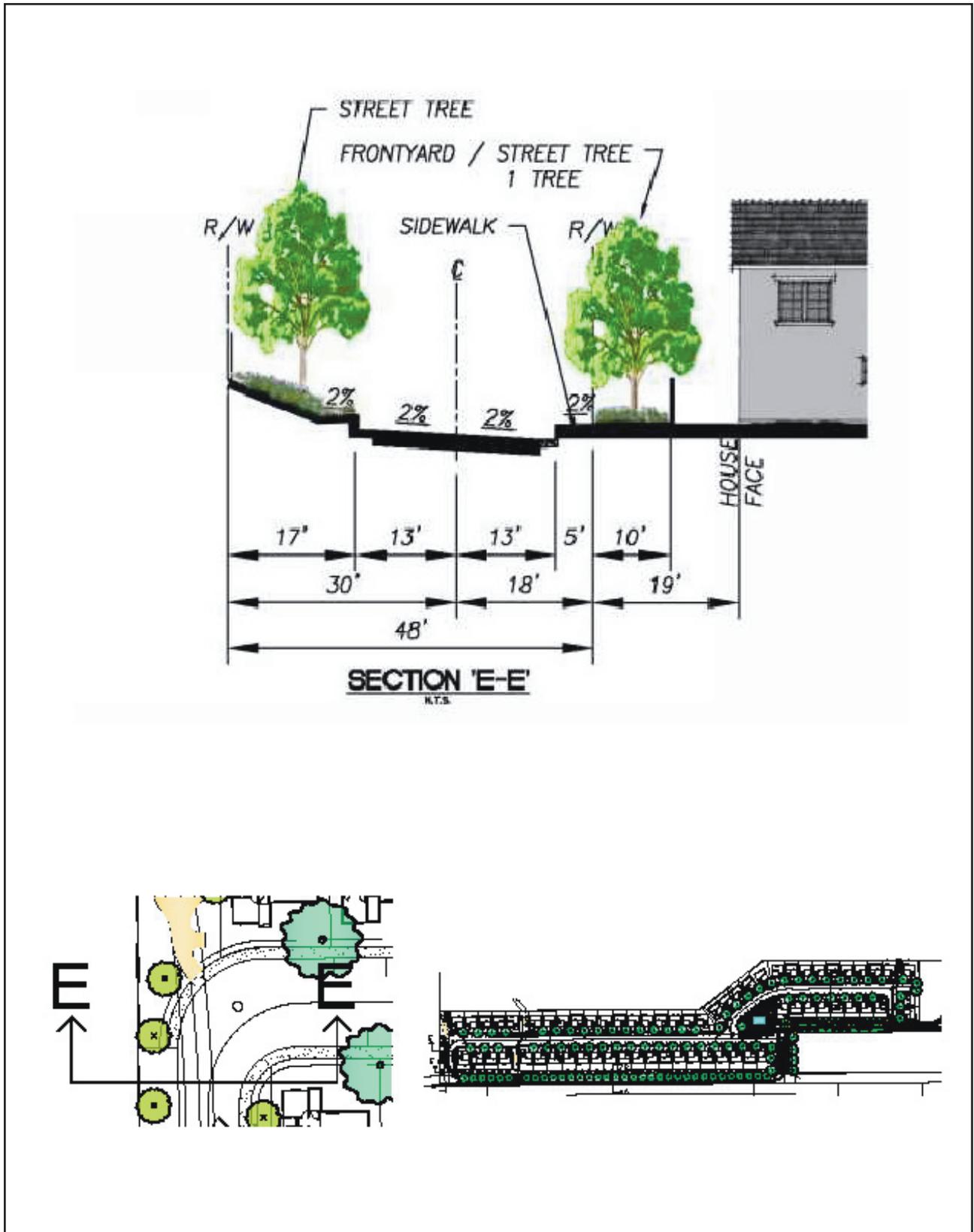


Exhibit 24  
**Streetscape Sections**

Source: Bassenian/Lagoni



# SECTION 4. DESIGN CRITERIA

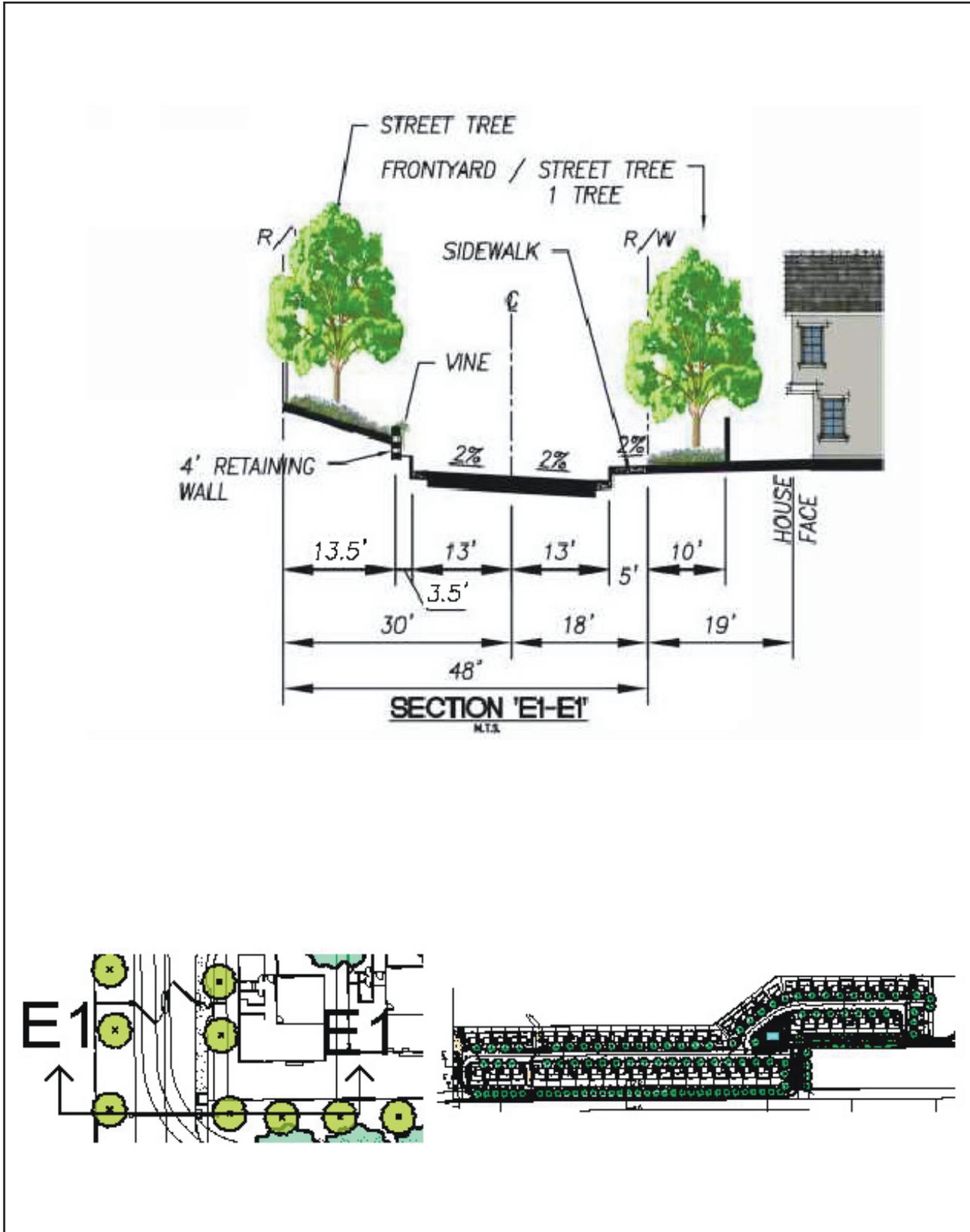


Exhibit 25  
**Streetscape Sections**

Source: Bassenian/Lagoni



#### 4.2.4 Common Open Space and Connectivity

The Specific plan community will have common area open space provided for the active and passive recreational use of its residents. Walkways will lead to the areas designated for common area open space. The common area open space plan for the Project consists of the following elements:

A centrally located open space area is provided which shall include the following improvements:

- Swimming pool and spa.
- Picnic and barbeque area with an overhead shade structure.
- Pool house with restrooms/changing areas and drinking fountains.
- Exercise station.
- Children's play area.
- Landscaped walkway connecting the active recreational area with residences.

The central open space area will also include the central mailbox location for the Project. The central open space area will be heavily landscaped with canopy trees to provide shade, shrubs, and ground cover.

Four pocket parks will be provided for passive recreational use. Two pocket parks are planned at each end of the Project Site and two are planned within interior areas of the Project. The pocket parks will be heavily landscaped with canopy trees to provide shade, shrubs, and ground cover. Benches will be provided under canopy trees and each pocket park will provide children's play areas.

The central common open space and pocket parks for the Project are illustrated on Exhibit 26, "Central Open Space Plan," Exhibit 27, "Pocket Park Plans," Exhibits 28 and 29, "Common Area Open Space Amenities,"

Exhibit 30, "Park Furnishings," and Exhibits 31 and 32, "Tot Lot Amenities."

Bicycle and pedestrian accessibility is provided throughout the Project connecting residences to the common open space areas and to 15th Street. Streets within the Project provide for sidewalks on both sides of all streets connecting to the central open space and pocket parks within the community. Project streets will accommodate on-street bicycle travel through the community connecting to the common open space and to public bicycle routes within 15th Street. The bicycle and pedestrian connectivity plan for the community is illustrated on Exhibit 33, "Connectivity Plan."

#### 4.3 Walls and Fencing

Walls and fencing are an important component of the overall landscape design of a community. Walls and fences should be designed to complement and reinforce landscape design in establishing the image and theme of the community. The type and location of Project walls and fences are described on Exhibit 34, "Wall and Fence Master Plan," and further described on Exhibit 35, "Wall and Fence Details."

##### 4.3.1 Community Walls

Community walls constructed as part of the Project shall be decorative in nature. Community perimeter walls constructed as part of the Project, interior community return walls and the community entry wall along 15th Street shall be constructed of split face block. Use of decorative caps and pilasters to help enhance the perimeter appeal of the walls is required. All perimeter walls shall be constructed within the boundaries of the Project Site.

# SECTION 4. DESIGN CRITERIA

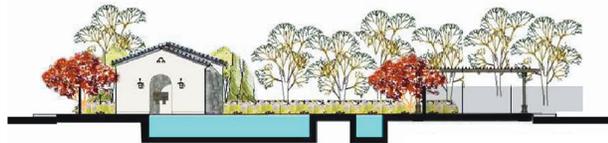


Exhibit 26  
**Central Open Space Plan**

Source: Bassenian/Lagoni



SECTION 4. DESIGN CRITERIA

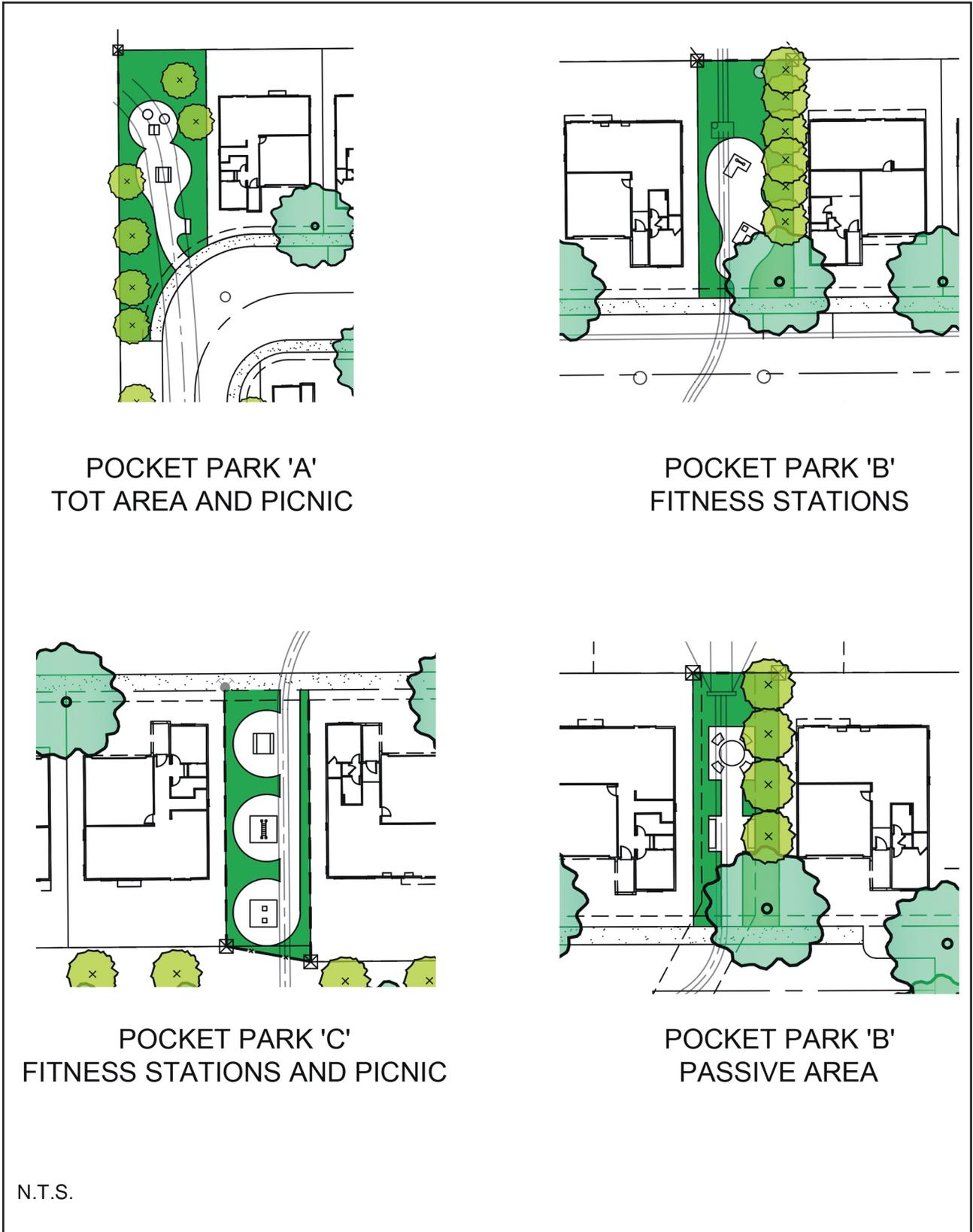


Exhibit 27  
**Pocket Park Plans**

Source: Bassenian/Lagoni

**SECTION 4. DESIGN CRITERIA**



MAILBOX AVAILABLE FROM  
CUSTOM HOME ACCESSORIES



BIKE RACK BY DUMOR  
MODEL 125-20



HC DRINKING FOUNTAIN BY  
MOST DEPENDABLE FOUNTAINS  
MODEL #440 SM & SMSS W/ PET FOUNTAIN

Exhibit 28

Source: Bassenian/Lagoni

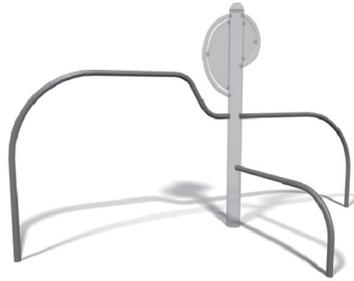
**Common Area Open Space Amenities**

**SECTION 4. DESIGN CRITERIA**

**HEALTHBEAT EXERCISE STATIONS  
BY LANDSCAPE STRUCTURES**



AB CRUNCH / LEG LIFT  
MODEL #192451



ASSISTED ROW / PUSH-UP  
MODEL #192452



PARALLEL BARS  
MODEL #192453



BALANCE STEPS  
MODEL #192454



CARDIO STEPPER  
MODEL #192455



CHEST / BACK PRESS  
MODEL #192456



PULL UP / DIP  
MODEL #192460



STRETCH  
MODEL #192462

Exhibit 29

Source: Bassenian/Lagoni

**Common Area Open Space Amenities**

# SECTION 4. DESIGN CRITERIA



RECEPTACLE WITH ASH URN



TABLE SET



BOLLARD



TABLE



COLOR OF AMENITIES



BENCH

Exhibit 30  
**Park Furnishings**

Source: Bassenian/Lagoni

**SECTION 4. DESIGN CRITERIA**

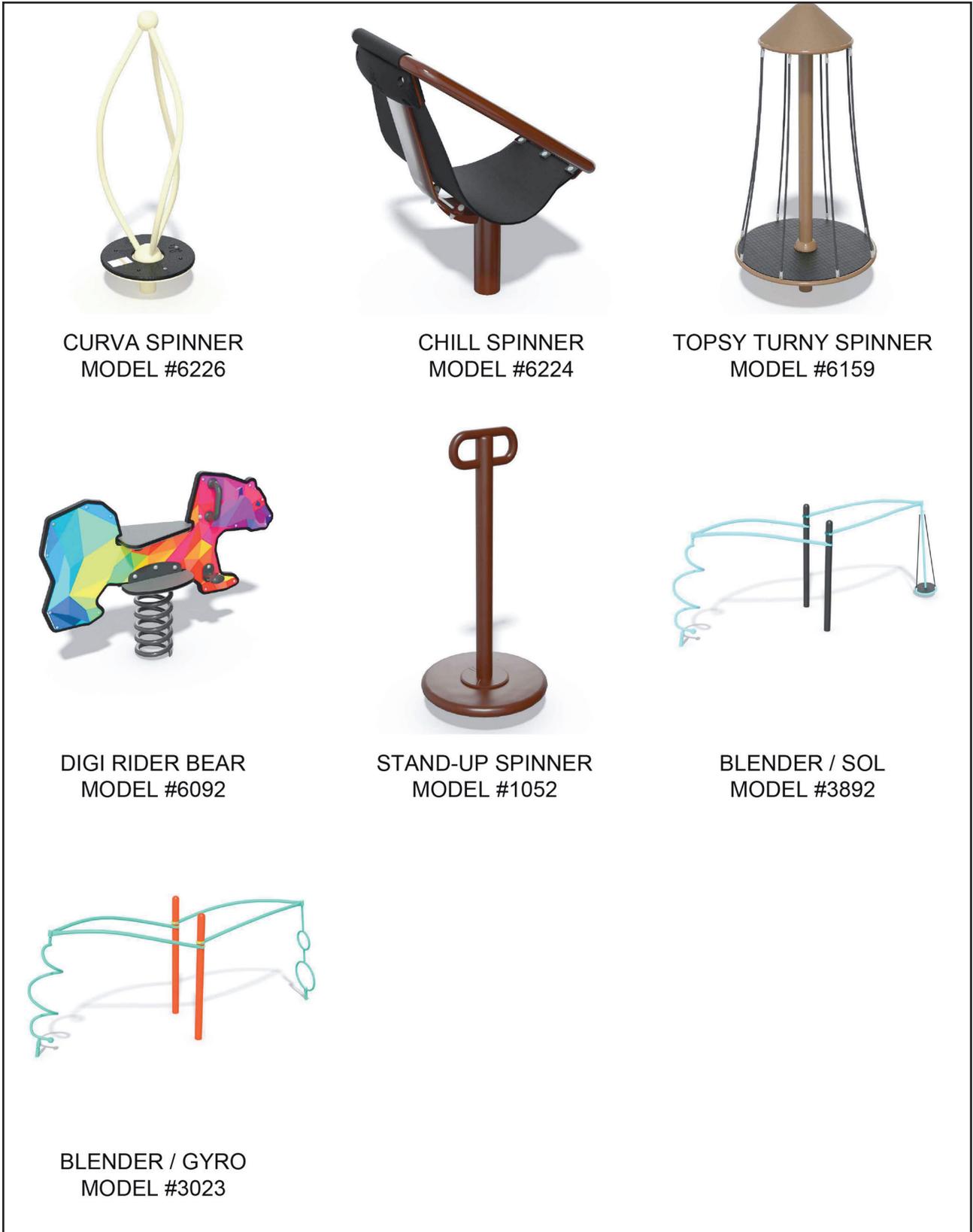


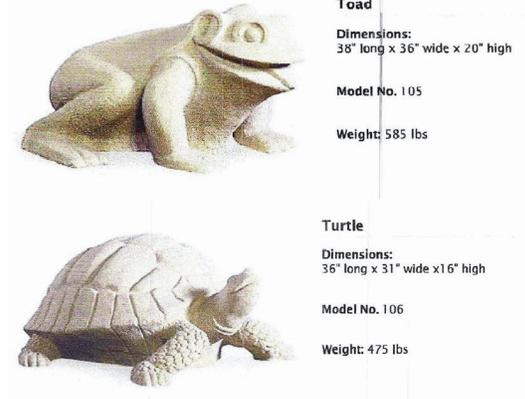
Exhibit 31  
**Tot Lot Amenities**

Source: Bassenian/Lagoni

## SECTION 4. DESIGN CRITERIA



KIDS PLAY AMENITY BY  
LANDSCAPE STRUCTURES MODEL #965



KIDS PLAY SCULPTURE BY DURA ART STONE  
TOAD MODEL #105. TURTLE MODEL #106



KIDS PLAY AMENITY BY  
LANDSCAPE STRUCTURES MODEL #966



KIDS PLAY AMENITY BY  
LANDSCAPE STRUCTURES MODEL #3700

# SECTION 4. DESIGN CRITERIA

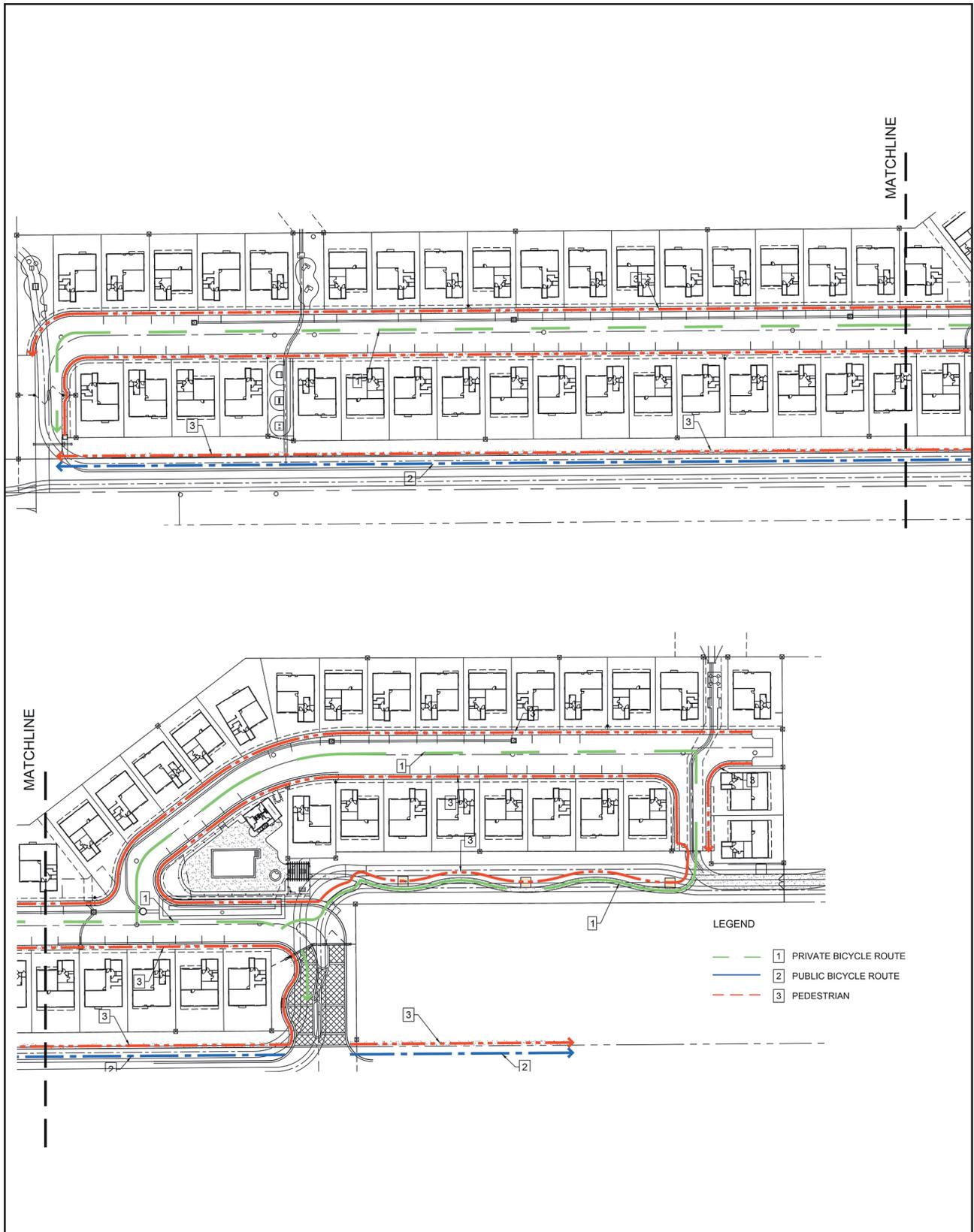


Exhibit 33  
**Connectivity Plan**

Source: Bassenian/Lagoni



**SECTION 4. DESIGN CRITERIA**

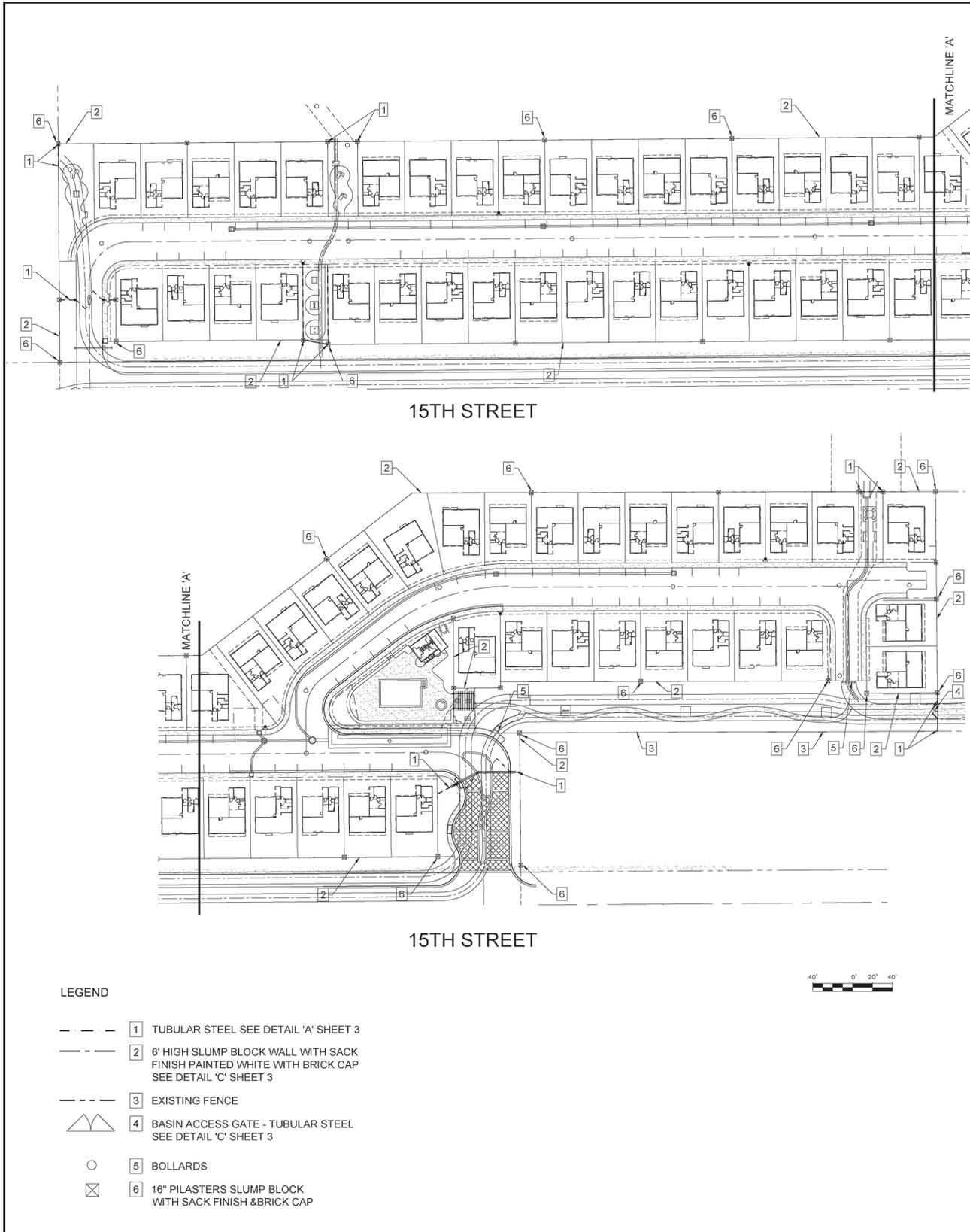


Exhibit 34  
**Wall and Fence Master Plan**

Source: Bassenian/Lagoni



**SECTION 4. DESIGN CRITERIA**

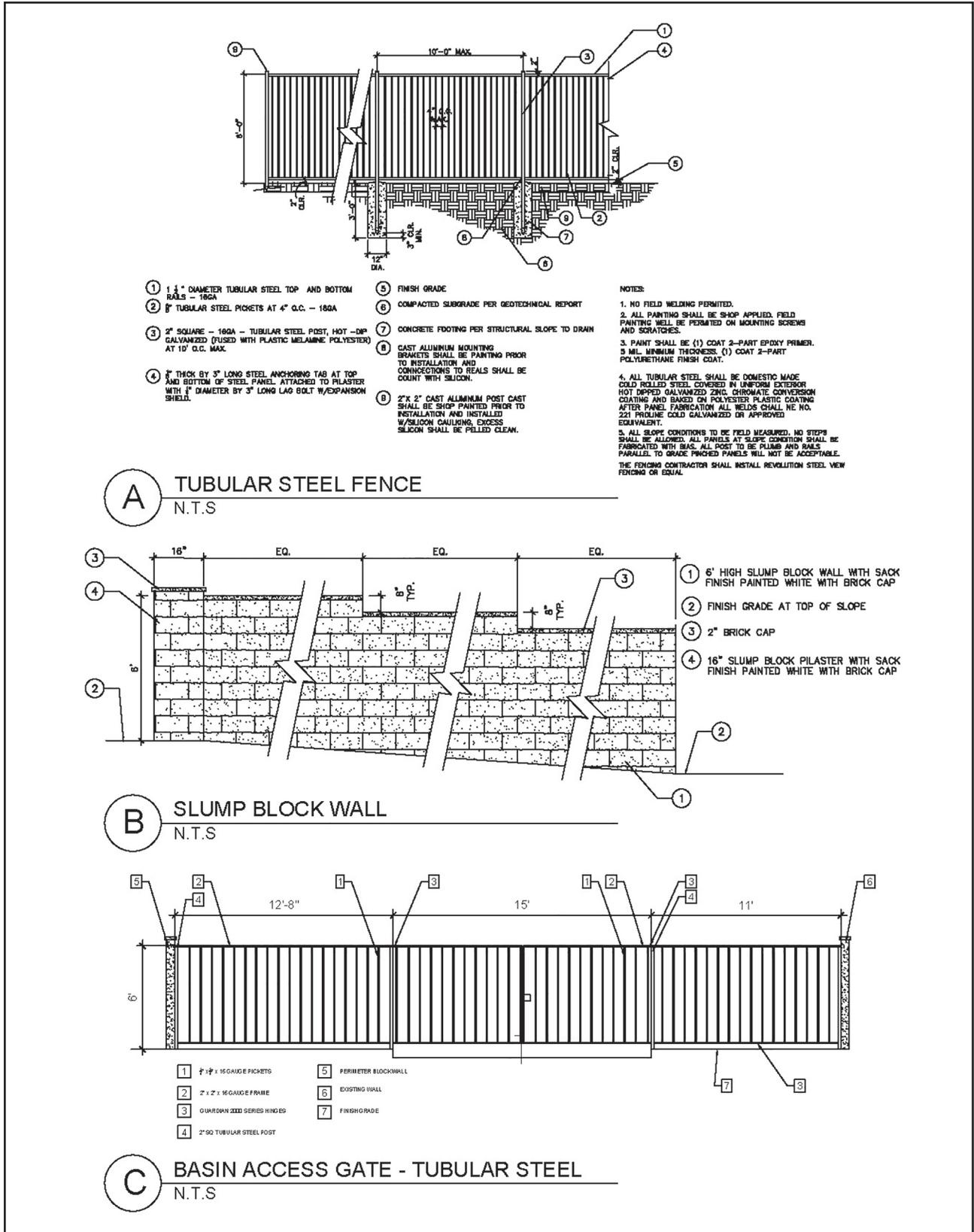


Exhibit 35  
**Wall and Fence Details**

Source: Bassenian/Lagoni

## SECTION 4. DESIGN CRITERIA

### 4.3.2 Residential Walls and Fences

Rear yard property walls constructed as part of the Project shall be decorative split face block with accent pilasters at intervals along the wall. Vinyl fencing may be used along interior residential property lines.

### 4.3.3 Other Fences

- Tubular steel fencing is permitted to secure tot lot areas.
- Emergency vehicle access areas and the basin access gate shall be secured with tubular steel gates.

## 4.4 Outdoor Lighting

Lighting of streets, common area open space, and select landscaped areas should be considered for safety and security. Utilization of “dark sky friendly” light fixtures on local streets shall be required. Maintaining the character of traditional materials will create a pedestrian scale for the neighborhood. Lighting fixtures within the Project shall be consistent in style, color, and materials in order to maintain uniformity throughout the Project. The style for street lighting fixtures within the Project is illustrated on Exhibit 36, “Typical Street Light Fixture.”

A hierarchy for all lighting within the Project shall be established by using a variety of lighting fixtures and illumination levels based lighting design intent. Lighting styles shall tie into architectural styles and provide sufficient illumination for the safety and well being of the community. Frosted, louvered, or prismatic lens should be considered where decorative lighting fixtures are visible and part of the aesthetic lighting program. Accent lighting of landscape and monumentation shall be incorporated into the following areas:

### 4.4.1 Entry Monument Lighting

Avoid intensely bright or “hot” lighting of the Primary Community Entry monument; the monument should be lit to provide a soft wash of light across the monument signage. Specimen trees should be up-lit with several fixtures into the canopy to avoid creating dark sides of the trees.

### 4.4.2 Common Open Space Areas and Walkway Lighting

Lighting of the walkways within the common area open space should be considered for safety and security. Security lighting fixtures shall be vandal resistant, not less than (8) eight feet from ground level. Low level pedestrian lighting along walkways within the common open space area should be provided to create a better sense of scale to the pedestrian. Luminaries of not less than 42” in height may be utilized to illuminate a walkway if adjacent landscaping is of a variety that does not mature higher than two feet.

## 4.5 Signs

All signs within the Project shall conform to a sign program submitted by the applicant and approved by the City. The sign program shall serve to reinforce the overall design theme for the community and to promote an overall “sense of place” through architecturally integrated, visually coordinated, and aesthetically balanced sign design. As part of the sign program the design of all sign graphics shall be carefully considered in relation to the site architecture and landscaping, as well as to the specific content of the area. Conformity of design among all signs is required.

**SECTION 4. DESIGN CRITERIA**

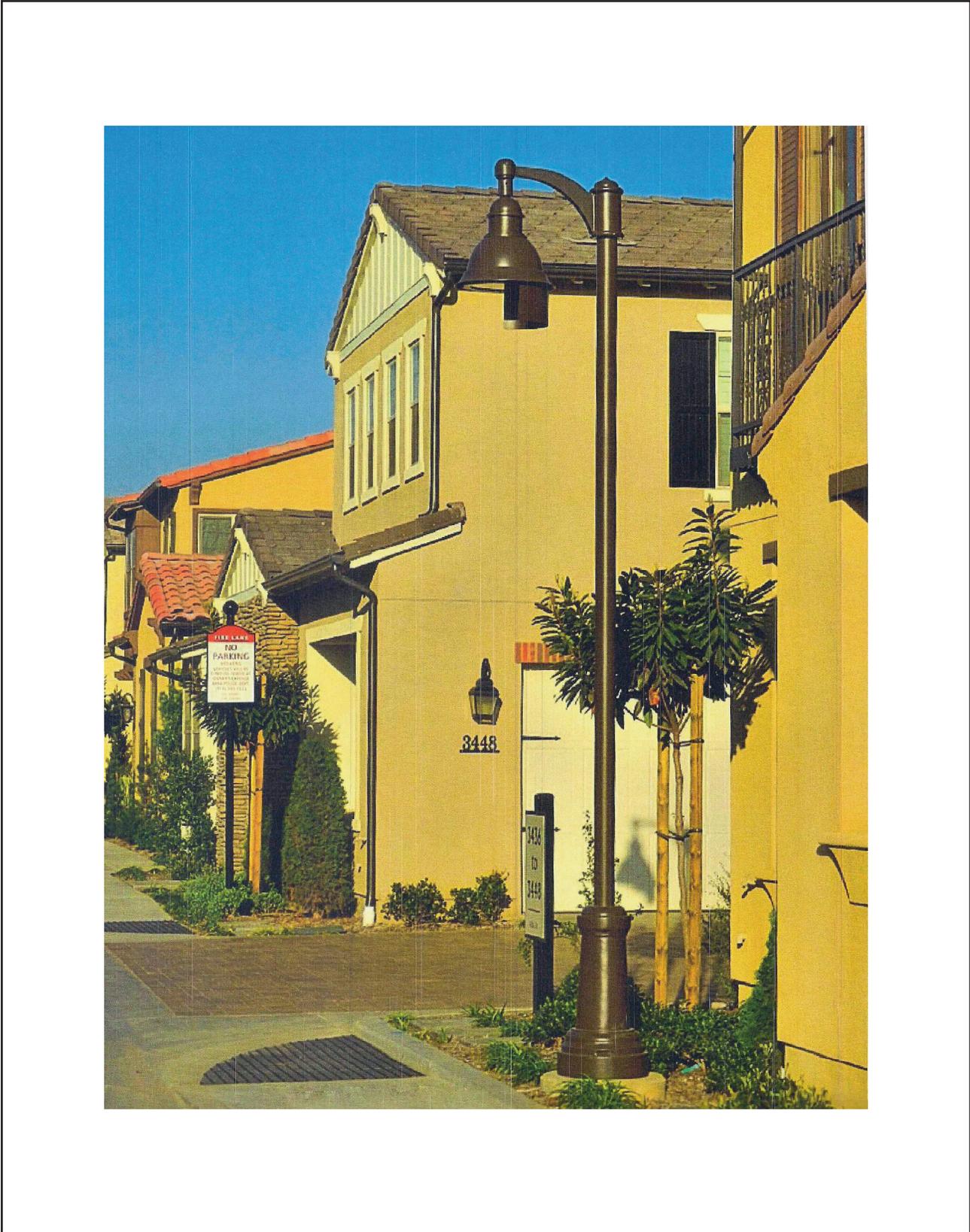


Exhibit 36  
**Typical Street Light Fixture**

*Source: Bassenian/Lagoni*

## SECTION 4. DESIGN CRITERIA

### 4.5.1 Sign Program Objectives

Signs within the Project shall address the following objectives:

- Provide a project identity through elements that convey a distinct community character enhancing the collective architectural theme.
- Provide for a hierarchy of signs to address Project identity, directions and information within the community, and identify the common area open space and Project amenities.
- Ensure the efficient circulation of vehicle traffic within the Project Site.
- Enhance the pedestrian and biking experience through attractive and comprehensible way-finding signage and destination identifiers.

### 4.5.2 Sign Design Criteria

The following design criteria shall be considered for Project signs:

- Signs shall be of uniform design relative to each other, sharing similar colors, materials, and shapes.
- Signs shall be color compatible with building architecture and landscape features on the site.
- Materials shall include the use of real veneer materials instead of faux concrete veneers.

### 4.6 Architectural Design

The architecture represented in the Project shall be comprised of rich, traditional styles that complement one another and serve to reinforce diversity in the community street scene. Three separate and distinct architectural styles influenced by thematic architecture found within California have been selected for the Project. Each style is presented on the following pages describing the characteristics that begin to express the anticipated architectural character for the community. These styles are influenced and inspired by the themes of each style, all represented in historical California architecture. Other architectural styles may be approved for the Project by the City as part of Development Plan Review. Other styles should exhibit compatibility to the three styles described below.

### 4.6.1 Spanish Influenced Style

Spanish style architecture is a style that evolved from the architecture of the early Spanish colonies of North and South America, retaining the forms and textures of its cultural origin and updating them to fit a more modern context. This regional expression combines the basic forms of traditional Spanish and Mexican architecture with local styles prevalent at the time, such as Mission and Arts and Crafts to create an architecture with a fine sense of detailing and a rich palette of materials. This style can borrow from both the hacienda and bungalow, and can be represented in a variety of interpretations as seen throughout the Southland. Some distinguishing features of this historic style include plaster walls, chimneys with distinctive hoods, low-pitched clay tile roofs and decorative wrought iron. Decorative tile, terra cotta pavers, finials and wood decks or balconies are also employed to add color, texture, and accent to this Southern California aesthetic.

The following elements define the Spanish architectural style for the Project.

<b>SPANISH ARCHITECTURAL STYLE</b>		
<b>ELEMENTS</b>	<b>MINIMUM STANDARDS</b>	<b>ENCOURAGED ENHANCEMENTS</b>
<b>Form</b>	<ul style="list-style-type: none"> <li>Asymmetrical, one and two-story volumes</li> </ul>	<ul style="list-style-type: none"> <li>Turrets</li> <li>12" to 18" second-floor cantilevers</li> </ul>
<b>Roof</b>	<ul style="list-style-type: none"> <li>Gable and shed roof forms</li> <li>3:12 to 4:12 pitch</li> <li>Barrel 'S'-shape tile roofs</li> </ul>	<ul style="list-style-type: none"> <li>Cut rafter tails</li> <li>Flush rakes</li> <li>Profile eaves</li> </ul>
<b>Walls</b>	<ul style="list-style-type: none"> <li>Smooth to light sand finish stucco</li> </ul>	<ul style="list-style-type: none"> <li>Rounded wall return to windows and doors</li> <li>Arches or arched portals</li> </ul>
<b>Windows</b>	<ul style="list-style-type: none"> <li>Wood or concrete cast surrounds</li> <li>Windows with divided lights</li> <li>Recessed windows</li> </ul>	<ul style="list-style-type: none"> <li>Plank or panel shutters</li> <li>Arch-top feature windows</li> </ul>
<b>Details</b>	<ul style="list-style-type: none"> <li>Garage door patterns to complement style</li> <li>Recessed articulated entry</li> <li>Recessed windows</li> </ul>	<ul style="list-style-type: none"> <li>Wrought iron pot shelves under windows</li> <li>Juliet balconies</li> <li>Finials</li> <li>Decorative shutters</li> <li>Wood corbels</li> <li>Bartizans</li> <li>Gable end details</li> </ul>
<b>Colors</b>	<ul style="list-style-type: none"> <li>Field: Whites, light earth tones</li> <li>Trim: Dark contrasting color</li> </ul>	

The characteristics of the Spanish architectural style are illustrated on Exhibits 37, "Spanish Style" and on Exhibit 38, "Spanish Style Details."

**SECTION 4. DESIGN CRITERIA**



Exhibit 37  
**Spanish Style**

*Source: Bassenian/Lagoni*

# SECTION 4. DESIGN CRITERIA

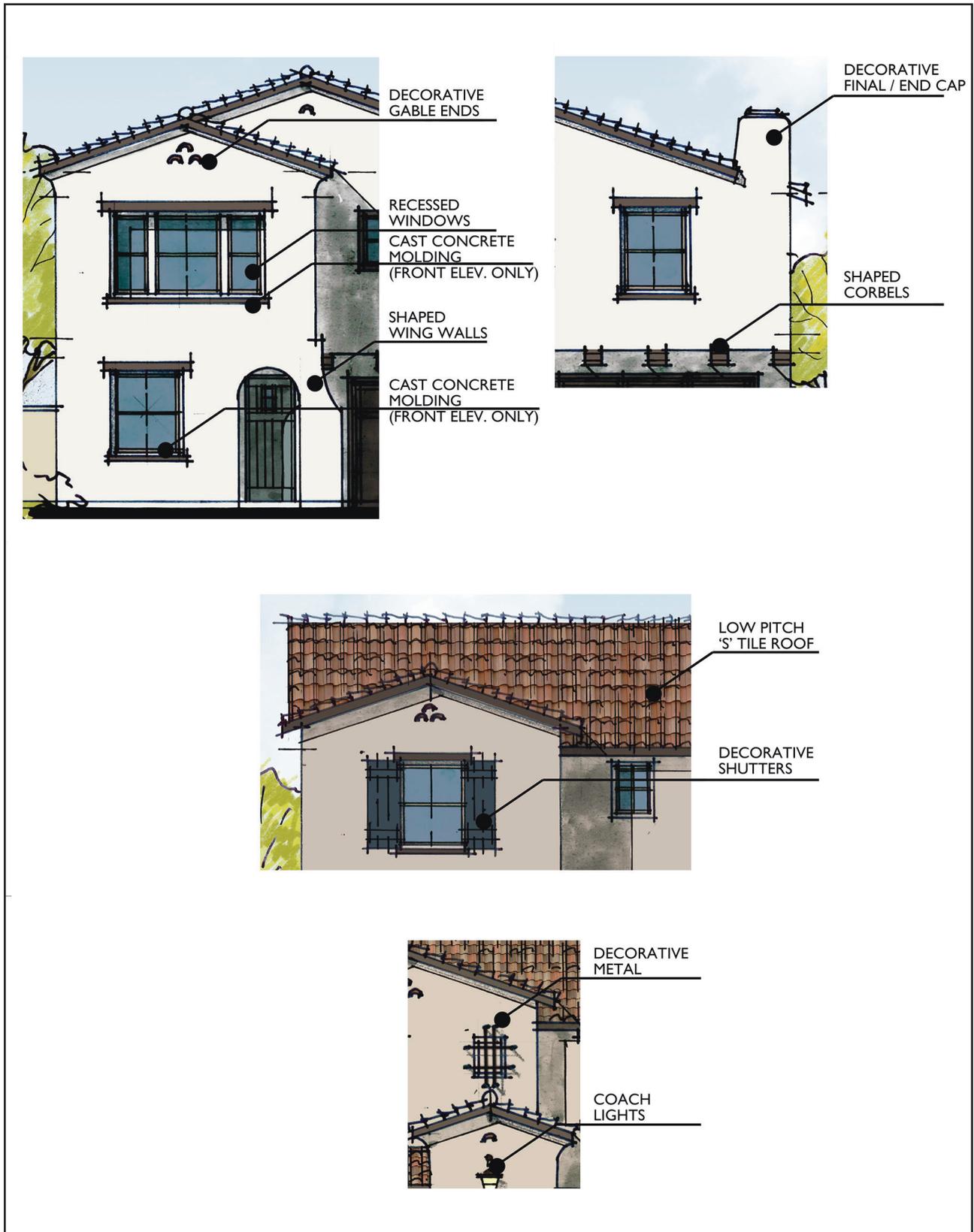


Exhibit 38  
**Spanish Style Details**

Source: Bassenian/Lagoni

## SECTION 4. DESIGN CRITERIA

### 4.6.2 Italianate Influences

The Italianate style as interpreted and conceived by Southern California architects of the early 20th century adapted the grand formal elegance of the Italian Renaissance estate with a localized approach to detailing and scale. Composed primarily of stacked two-story forms, the front elevations of these homes display a distinct organization of windows and doors, with a centrally located, articulated entry. Key identifying features of this style include low-pitched hip roofs, decorative eave brackets, horizontal banding, round columns, and arched elements, particularly above rectangular windows. Southern California architects also used awnings, decorative shutters, and wrought iron to achieve a regional aesthetic while retaining strong connections to the style's origins.

The following elements define the Italianate architectural style for the Project.

ITALIANATE ARCHITECTURAL STYLE		
ELEMENTS	MINIMUM STANDARDS	ENCOURAGED ENHANCEMENTS
<b>Form</b>	<ul style="list-style-type: none"> <li>Stacked two story massing</li> </ul>	<ul style="list-style-type: none"> <li>Front courtyard</li> </ul>
<b>Roof</b>	<ul style="list-style-type: none"> <li>Main hip roof</li> <li>Low, 4:12 pitch</li> <li>Minimum 12" deep overhangs with shaped stucco frieze trim and or corbels</li> <li>'S'-shape tile roofs</li> </ul>	<ul style="list-style-type: none"> <li>Stucco cornice, closed eaves</li> </ul>
<b>Walls</b>	<ul style="list-style-type: none"> <li>Smooth to light sand finish stucco</li> <li>Concrete cast trim at feature locations</li> </ul>	<ul style="list-style-type: none"> <li>Concrete or concrete-like stacked quoins on corners at the front elevation</li> <li>Horizontal banding</li> </ul>
<b>Windows</b>	<ul style="list-style-type: none"> <li>Vertically hung multi-paned windows</li> <li>Feature windows</li> </ul>	<ul style="list-style-type: none"> <li>Panel shutters with hardware</li> </ul>
<b>Details</b>	<ul style="list-style-type: none"> <li>Garage door patterns to complement style</li> <li>Covered entry porch</li> <li>Simple round or square stucco columns</li> </ul>	<ul style="list-style-type: none"> <li>Arched recesses or curved windows above rectangular windows</li> <li>Deep recessed windows</li> <li>Windows ganged together</li> </ul>
<b>Colors</b>	<ul style="list-style-type: none"> <li>Field: Rich, warm palette</li> <li>Trim: Darker and contrasting to body color</li> <li>Accents: Terracotta color roofs</li> </ul>	

The characteristics of the Italianate architectural style are illustrated on Exhibits 39, "Italianate Style" and on Exhibit 40 "Italianate Style Details."

## SECTION 4. DESIGN CRITERIA



Exhibit 39  
**Italianate Style**

*Source: Bassenian/Lagoni*

# SECTION 4. DESIGN CRITERIA

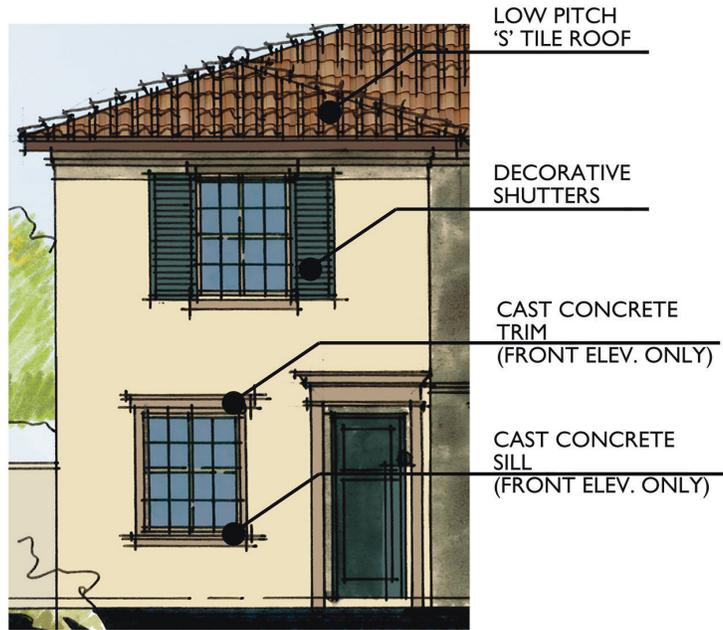


Exhibit 40  
**Italianate Style Details**

Source: Bassenian/Lagoni

**4.6.3 French Country Influences**

French Country architecture is derived from a mixture of European influences. After the adoption of stone and brick veneer techniques of the 1920's, the look became extremely popular across the country. Although the style is looked upon as a small plan form, it is considered one of the most recognized styles in suburban America. The French Country style emphasizes an asymmetrical plan and roof form, and details emphasize specific portions of the home such as the entry, gable end components with corbels, shutters, and window shelves. Stone veneer or gable end siding are incorporated for texture and color accompaniments. This style has a steeper roof slope than other styles which provides for a diverse street scene. The following elements define the French Country architectural style for the Project.

<b>FRENCH COUNTRY ARCHITECTURAL STYLE</b>		
<b>ELEMENTS</b>	<b>MINIMUM STANDARDS</b>	<b>ENCOURAGED ENHANCEMENTS</b>
<b>Form</b>	<ul style="list-style-type: none"> <li>• Asymmetrical plan form massing</li> <li>• Recessed Entry</li> </ul>	<ul style="list-style-type: none"> <li>• Irregular plan form massing with recessed 2nd floor</li> </ul>
<b>Roof</b>	<ul style="list-style-type: none"> <li>• Main hip or gable roof with intersecting gable</li> <li>• 6:12-8:12 primary roof pitch</li> <li>• 0"-12" overhangs</li> <li>• Architectural grade composition or smooth flat concrete tiles</li> </ul>	<ul style="list-style-type: none"> <li>• 9:12-12:12 secondary roof pitch</li> <li>• Broken roof pitch on front elevation</li> <li>• Main roof hip or gable with intersecting gable roof</li> </ul>
<b>Walls</b>	<ul style="list-style-type: none"> <li>• Stucco</li> </ul>	<ul style="list-style-type: none"> <li>• Siding or stone accents</li> </ul>
<b>Windows</b>	<ul style="list-style-type: none"> <li>• Vertical multi-divided windows at front elevation</li> <li>• Multi-divided windows or inserts on side and rear elevations in high visibility areas</li> <li>• Simple window trim surrounds proportionate to window size</li> <li>• Shutters on primary windows</li> </ul>	<ul style="list-style-type: none"> <li>• Curved or round top accent windows</li> <li>• Bay windows</li> <li>• Single hung windows at front elevation</li> <li>• Enhanced sills</li> </ul>
<b>Details</b>	<ul style="list-style-type: none"> <li>• Decorative gable end detailing or vents</li> <li>• Lighting fixtures to complement style</li> <li>• Garage door patterns to complement style</li> </ul>	<ul style="list-style-type: none"> <li>• Stone veneer chimney</li> <li>• Wrought iron or wood-like balconies</li> <li>• Entry accents with real or simulated stone</li> <li>• Coach light</li> </ul>
<b>Colors</b>	<ul style="list-style-type: none"> <li>• Field: Whites or light tones or mid-earth tones</li> <li>• Trim: Whites or light-medium tones to complement field color</li> <li>• Accents: Light or dark shades to complement field color</li> </ul>	

The characteristics of the French Country architectural style are illustrated on Exhibits 41, "French Country Style" and on Exhibit 42 "French Country Style Details."

# SECTION 4. DESIGN CRITERIA



Exhibit 41  
**French Country Style**

Source: Bassenian/Lagoni

# SECTION 4. DESIGN CRITERIA



Exhibit 42  
**French Country Style Details**

Source: Bassenian/Lagoni



## **Section 5. Implementation and Administration**

The Specific Plan serves as the the General Plan land use designation of Villa Serena Specific Plan (SP) and establishes the zoning for the Project Site. The Specific Plan regulates allowable land use and establishes required infrastructure improvements, development requirements, and design criteria, for the Project Site. The methods for implementation of development within the Project Site and administration of the Specific Plan are established in this section.

### **5.1 Methods and Applicability**

All development proposals within the Specific Plan shall be subject to the implementation procedures established herein. Development within the Project Site shall be implemented through the approval by the City of a tentative and final tract map and through site plan and design review pursuant to Upland Municipal Code, Title 17, "Planning and Zoning" (Zoning Code). The implementation process described herein provides the mechanisms for review and approval by the City of the development project proposed for the Project Site.

Whenever the provisions and development standards contained herein conflict with those contained in the Zoning Code, the provisions of the Specific Plan shall take precedence.

### **5.2 Severability**

If any regulation, condition, program, or portion of the Specific Plan is held invalid or unenforceable, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such portions or provisions shall not affect the validity and enforceability of the remaining portions and provisions therein.

### **5.3 Interpretation**

Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the City of Upland Development Services Director or his/her designee in a manner consistent with the goals, policies, purpose and intent established in this Specific Plan.

### **5.4 Development Review**

Implementation of the Project is subject to additional City approvals, subsequent to approval of the Specific Plan, including approval of a Tentative and Final Tract Map(s) and Site Plan and Design Review. The Project shall comply with all applicable State and local building and fire codes in effect at the time of Project implementation.

#### **5.4.1 Subdivision Maps**

Approval of a tentative and final tract map shall be required for the Project. The tentative and final tract map shall be reviewed and approved pursuant to applicable provisions of the City of Upland Municipal Code, Title 16, "Subdivisions," Zoning Code Section 17.44.080, (Parcel Maps and Tract Maps), and consistent with the applicable provisions of the Development Plan, Development Regulations, and Design Criteria contained within the Specific Plan.

#### **5.4.2 Site Plan and Design Review**

All development within the Project Site shall be subject to the provisions of site plan and design review pursuant to Zoning Code Section 17.44.030, (Development Plan Review). Pursuant to these provisions, the site plan and design review process constitutes a review and approval of project site plans, architecture, and landscape plans. The site plan and design review application for any project shall include a landscape and irrigation plan describing plant

## SECTION 5. IMPLEMENTATION AND ADMINISTRATION

materials and their growth habits, plant size and spacing, methods of irrigation and landscaping maintenance; a comprehensive site plan of development including the distribution of land use, lot layout, detailed site plan for common area open space and residential plot plan, architectural elevations and floor plans, grading plans and other requirements as specified by the City.

### 5.5 Specific Plan Modifications and Amendments

#### 5.5.1 Modifications

The following constitute modifications to the Specific Plan, not requiring a Specific Plan Amendment, and are subject to review and approval by the Development Services Director. The Development Services Director shall have the discretion to refer any such request for modification to the Planning Commission.

- a. Change in utility and/or public service provider.
- b. Minor changes to landscape materials, wall materials, wall alignment, entry design, and streetscape design which are deemed by the Development Services Director to be substantively consistent with the conceptual design set forth in the design criteria contained within the Specific Plan.
- c. Minor changes to the architectural floor plans and/or architectural design criteria of the Specific Plan provided the change does not result in a variation of more than 20% of any quantifiable design criteria.
- d. Other modifications deemed similar in nature by the Development Services Director to the above, which the Development Services Director determines is in keeping with the purpose and intent of the approved Specific Plan, and which are in conformance with the General Plan, as amended.

#### 5.5.2 Specific Plan Amendments

Amendments to the Specific Plan may be requested by the applicant or initiated by the City at any time pursuant to Section 65453(a) of the Government Code. Amendments shall be processed pursuant to the provisions of the Government Code for Specific Plan Amendments. In the event the proposed amendment requires supplemental environmental analysis pursuant to the California Environmental Quality Act (CEQA), the applicant shall be responsible for preparing the necessary CEQA documentation.

#### 5.6 Appeals

Appeals from any determination of the Development Services Director shall be made to the Planning Commission. The applicant(s) or any other entity shall have the right to appeal the decision of the Planning Commission on any determination to the City Council. Appeals shall be filed on forms provided by the City of Upland. Appeals shall be processed consistent with the provisions of Zoning Code Chapter 17.47 (Referrals, Appeals, and Calls for Review).

#### 5.7 Compliance with Mitigation Measures

Development within the Project Site shall comply with all approved mitigation measures as described in the Mitigation Monitoring and Reporting Program (MMRP) adopted by the City.

#### 5.8 Project Financing

The financing of construction, operation, and maintenance of public improvements and facilities (the "facilities") and public services for the Project may include a combination of financing mechanisms. Final determination as to the facilities to be constructed and maintenance responsibilities, whether publicly or privately maintained, shall be determined as part of recordation

## SECTION 5. IMPLEMENTATION AND ADMINISTRATION

of a final map. City approval is a prerequisite for the establishment and implementation of any and all special district-financing mechanisms. The following financing options can be considered for implementation.

### 5.8.1 Facilities and Services

- a. Private capital investment for the construction of facilities.
- b. Traditional Assessment Districts pursuant to the 1911 or 1913 enabling legislation, Community Facilities District (CFD) established pursuant to the Mello-Roos Community Facilities District Act of 1982, or other special district, to provide funding for the construction of a variety of public facilities and the provision of public services.

### 5.8.2 Facilities and Services

- a. By individual private property owner.
- b. By Homeowner Association (HOA).
- c. By Landscape and Lighting Maintenance District (LLMD).
- d. By traditional Assessment District, CFD, or other special district.

### 5.9 Project Phasing

Phasing of the Specific Plan will meet the following objectives:

- a. Orderly build-out of the community based upon market and economic conditions.
- b. Provision of adequate infrastructure and public facilities.
- c. Protection of public health, safety and welfare.

The phasing of residential development areas shall be determined by the developer. The development of residential uses shall be implemented through the approval of a tentative and final tract map and permits and pursuant to the Development Plan Review process. Three main

phases of site development shall be implemented as described below.

**Phase 1** - Rough grading and installation of improvements to on site streets and connections to off-site backbone infrastructure, and construction of on-site infrastructure.

**Phase 2** - Construction of sales facility and residential model home units.

**Phase 3** - Construction of residential units, common area open space, landscaping and irrigation systems and Project perimeter entries, walls, and fences.

### 5.10 Maintenance

Maintenance of improvements within the Project Site shall be the responsibility of public and private entities as follows:

- a. All curb, gutter, and sidewalk improvements within the public right of way constructed for 15th Street as part of the Project shall be dedicated to the City of Upland and maintained by the City. Parkway landscaping within the 15th Street right of way shall be dedicated to the City and maintained by the HOA.
- b. All streets, landscaping between the 15th Street right of way and the Project boundary, and drives within the Project Site shall be private and maintained by the Project HOA.
- c. Front yard and common area landscape improvements within the Project Site shall be maintained by the Project HOA.
- d. Recreational areas and common area open space within the Project Site shall be maintained by the Project HOA.
- f. On-site and off-site infrastructure improvements such as water, sewer, and storm drain facilities shall be privately constructed and dedicated to the appropriate responsible entity for maintenance by that entity.

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- g. All water quality management features and Project BMPs shall be maintained by the Project HOA.

A detailed listing of maintenance responsibilities for the Project is included as Table 5.1, "Project Maintenance Matrix."

Table 5-1

**Project Maintenance Matrix**

IMPROVEMENT	HOMEOWNER	HOA	CITY	PUBLIC UTILITY
15th Street Sidewalk, Curb, Gutter Adjacent to Project			X	
30' Landscape Strip between 15th ROW and Project Boundary and landscaping within 15th Street parkway		X		
Storm Drain Easements				X
Basin Maintenance Vehicle Access and Gates		X		
Internal Project Streets		X		
Internal Project Sidewalks, Parkways, Enhanced Paving		X		
Project Entry Connections to 15th Street		X		
Community Entry Sign, Walls and Lighting		X		
Interior Project Walls and Fencing	X			
Project Boundary Walls - New	X			
Project Boundary Walls – Existing	X			
Retaining Walls – Boundary	X			
Retaining Walls – Interior	X			
Common Area Landscaping		X		
Common Area Open Space and Improvements		X		
Mailbox Shelter		X		
Residential Front Yards		X		
Residential Driveways		X		
On-Site Water Mains				X
On-Site Sewer Mains				X
Water Quality Features – On site		X		
Drainage Improvements – On site		X		

**SECTION 6. GENERAL PLAN CONSISTENCY**

**Section 6. General Plan Consistency**

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457), permits the adoption and administration of specific plans as an implementation tool for elements contained in the local general plan. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan. The Villa Serena Specific Plan provides regulations, guidelines and standards that are consistent with the applicable City of Upland General Plan goals and policies as discussed in this section.

<b>6.1 Land Use Element</b>	
<b>Policies</b>	<b>Specific Plan Consistency</b>
<p><b>Policy LU-1.2 Permitted Densities and Intensities.</b> Ensure existing and future zoning designations correspond to the permitted density and intensity ranges as listed in Table LU-1 of the Land Use Element.</p>	<p>A General Plan Amendment adopted by the City for the Project Site changed the General Plan Land Use Map for the Project Site from Public- Flood Control/Recharge (FC/R) to Villa Serena Specific Plan (SP). The Specific Plan establishes the General Plan Land Use designation and zoning for the Project Site and implements the SP General Plan land use designation for the Project Site. The Specific Plan is a proposal for the development of 65 single family residential dwelling units on approximately 9.2 acres of land. The residential density for the proposed Project is 7.1 dwelling units per acre consistent with surrounding General Plan land use designations of Single-Family Medium Residential (SFR-M): 4-10 dwelling units per acre , Single Family Low Residential (SF-L) .0-4 dwelling units per acre, and the Upland Hills Country Club Specific Plan.</p>
<p><b>Policy LU-1.5 Range of Housing Types and Densities.</b> Provide high-quality housing in a range of types, densities, and unit sizes that meets the housing needs of residents of all income levels.</p>	<p>The proposed project is a Specific Plan to allow development of 65 single family residential dwellings in a variety of floor plans and architectural styles at a density of 7.1 dwelling units per acre designed with unit sizes to address the housing needs of first time buyers. The Project adds to the City’s housing stock for first time buyers helping in the City’s efforts to address the housing needs of all income levels. The Project is consistent with this policy.</p>
<p><b>Policy LU-2.3 Living Environment.</b> Provide healthy, affordable and desirable living environments consistent with adopted code requirements that set forth the acceptable health and safety standards for the occupancy of housing.</p>	<p>Residential units developed as part of the proposed project will be constructed in conformance with all adopted building, health and safety code requirements. The Project is consistent with this policy.</p>

**SECTION 6. GENERAL PLAN CONSISTENCY**

<p><b>Policy LU-4.1 Infill Development.</b> Encourage mixed-use, infill development on brownfields or underutilized parcels, particularly near public transit and within the historic downtown.</p>	<p>The 9.2 acre Project Site has been determined by the City to be a surplus property suitable for development, and represents an infill site surrounded by built urban environment and served by existing infrastructure and roadways. The Project is consistent with this policy.</p>
<p><b>Policy LU-5.5 Pedestrian Safety.</b> Encourage the creation of safe, walkable environments that include elements such as wide, smooth sidewalks, good lighting, safe crosswalks, clear signage, curb bulb-outs, curb cuts, street furniture, trees and traffic-calming measures which allow people of all ages and abilities to exercise and safely access public transportation, community centers, schools and goods and services.</p>	<p>The Project includes a simple two way street system with sidewalks adequately sized and lit to provide a safe walkable community offering pedestrian connectivity within the community and to 15th Street which allows for continued connectivity to Sierra Vista Park located approximately .5 miles southwest of the Project Site and Upland Memorial Park located approximately .8 miles south of the Project Site and to general commercial centers located approximately one mile north of the Project Site. The Project is consistent with this policy.</p>
<p><b>Policy LU-6.1 Quality Development.</b> Ensure that development is attractive and promotes harmony in the visual relationships and transitions between newer and older buildings.</p>	<p>The Specific Plan includes design criteria to guide community and architectural design of the Project to create a distinctive, cohesive community that blends with and complements the surrounding built environment. The Specific Plan design criteria includes a comprehensive community landscape plan and architectural design concepts that work together to create interesting and attractive streetscenes with visual continuity. The Project is consistent with this policy.</p>
<p><b>Policy LU-6.2 Compatibility of Uses.</b> Control the location, concentration and operations of land uses that have potential impacts on surrounding development through effective design principles, adequate buffering, and enforcement of regulatory documents.</p>	<p>The Specific Plan is a comprehensive plan controlling the pattern and operation of residential and open space land uses within the Project Site. The Specific Plan includes adequate buffering of new land uses to surrounding existing land use through project boundary landscaping and theme walls. The Project is served by an internal two way street system with two points of connection to 15th Street. The Specific Plan includes requirements for installation of infrastructure adequate to serve the Project and development standards to regulate building height and massing to conform to that of existing surrounding residential land use. The Project is consistent with this policy.</p>

## SECTION 6. GENERAL PLAN CONSISTENCY

6.2 Community Character and Urban Design Element	
Policies	Specific Plan Consistency
<p><b>Policy CC-1.1 Small Town Scale.</b> Support the maintenance and expansion of Upland's existing character by requiring preservation of historic features, buildings, and landscaping while encouraging new development to complement the character, scale, and heritage of development in the community.</p>	<p>There are no known historic features or buildings within the Project Site. The proposed new development of 65 residential units at a density of 7.1 dwelling units per acre is complementary to the existing scale and character of the surrounding built environment and is designed to blend with and reflect the small town character of Upland. The Project is a single family detached residential community consistent with the existing single family residential character surrounding the Project Site.</p> <p>The Project incorporates the traditional housing styles of Upland, California, while also reflecting the architecture of recently built neighborhoods. The architectural styles of homes are influenced and inspired by Spanish, Italianate, and French Country that echo the classic architecture of the Southern Californian regions. The Project integrates styles, elements, and a mix of materials from both established and newer residential communities located near the Project Site.</p> <p>Homes will not exceed two stories in height and will have a variety of floor plans and architectural styles plotted to create a varied streetscene. Materials and details on homes will be in keeping with the character of each architectural style. The Project is consistent with this policy.</p>

**SECTION 6. GENERAL PLAN CONSISTENCY**

<p><b>Policy CC-1.2 Community Identity.</b> Cultivate a greater sense of community identity and recognizable community focal points, centers, districts, and gateways.</p>	<p>The proposed project is designed to create a distinctive sense of place for residents as a “walkable” community with a pedestrian friendly street system and common area open space provided for residents creating an atmosphere where neighbors can visit with one another while walking or utilizing the recreational amenities within the common area open space. Residences are planned to front onto streets, enabling residents to have their “eyes on the street,” promoting a safe hometown feel and encouraging interaction among neighbors. The Specific Plan sets forth requirements for a distinctive community design through construction of an enhanced primary Community Entry, landscaped secondary entry and streetscapes, walls, and entry monuments creating a sense of arrival to the community. Architectural diversity in residential design, landscaped walkways, and on site common area open space for neighborhood gatherings, combine to create a sense of place for residents. The Project is consistent with this policy.</p>
<p><b>Policy CC-1.3 Place Making.</b> Ensure that existing and proposed buildings, structures, infrastructure, landscaping, lighting, and signage contribute to the image of the City as a place of high quality and positive value.</p>	<p>Development standards contained in the Specific Plan require uniform and high quality design of residential dwellings, the installation of infrastructure adequate to serve the community, comprehensive and cohesive landscaping for the community to include shade trees, shrubs, and groundcover, requirements that a master sign program be approved by the City, and lighting regulations to ensure uniformity of fixture design and placement along streets and within common area open space. The Project is consistent with this policy.</p>
<p><b>Policy CC-1.4 Contextual Design Themes.</b> Encourage new development to incorporate similar design themes to those existing within the project area to ensure buildings, when seen together, create recognizable districts and corridors.</p>	<p>The Project incorporates a community design creating a distinctive sense of place for the community similar in scale to the existing single family residential land use surrounding the Project Site. Homes will not exceed two stories in height and will have a variety of floor plans and architectural styles plotted to create an interesting street-scene. Materials and details on homes will be in keeping with the character of each architectural style. The proposed residential component of the Project is designed around a simple two way street system with common area open space distributed throughout the Project. The Project is consistent with this policy.</p>

**SECTION 6. GENERAL PLAN CONSISTENCY**

<p><b>Policy CC-1.5 Human Scale Roadways.</b> Maintain narrow streets that provide multi-modal circulation mobility without dominating the streetscape.</p>	<p>The Project is designed with a simple two way street system with sidewalks on both sides of the street providing pedestrian connectivity within the Community, to Sierra Vista Park located southwest of the Project Site and to Upland Memorial Park located south of the Project Site, and to general commercial centers located north of the Project Site. Streets are designed with a total curb to curb width of between 26 to 38 feet to accommodate safe vehicular travel as well as on street bicycle travel. The Project is consistent with this policy.</p>
<p><b>Policy CC-1.6 View Protection.</b> Direct private development to enhance public view corridors of the San Gabriel Mountains, where feasible. These views are an integral part of the City’s geographic space and provide a unique sense of place for Upland as a foothill community.</p>	<p>Structures within the proposed project are limited to a maximum height of two stories or 35 feet. The proposed project will not block any public view corridors of the San Gabriel Mountains. The Project is consistent with this policy.</p>
<p><b>Policy CC-2.1 Protect Established Neighborhoods.</b> Preserve, protect and enhance established neighborhoods by providing sensitive transitions between these neighborhoods and adjoining areas, supporting the maintenance and improvement of properties and buildings and infrastructure, and requiring new development, both private and public, to respect and respond to those existing physical characteristics – buildings, streetscapes, open spaces and urban form – that contribute to the overall character and livability of each neighborhood.</p>	<p>The proposed project of 65 residential units at a density of 7.1 dwelling units per acre is complementary to the existing scale and character of the surrounding built environment and provides a compatible transition between existing neighborhoods and the proposed community of Villa Serena. Adequate buffering between existing neighborhoods and the proposed project is provided with walls and landscaping. The Project is a single family detached residential community consistent with the existing single family residential character surrounding the Project Site. Homes will not exceed two stories in height and will have a variety of floor plans and architectural styles plotted to create a varied streetscene. The Project is consistent with this policy.</p>

**SECTION 6. GENERAL PLAN CONSISTENCY**

<p><b>Policy CC-2.2 Complete Neighborhoods.</b> Promote the design and development of neighborhoods whose physical layout and land use mix promote walking, biking and transit use; provide housing and access to nearby employment, retail and service uses; foster community pride; provide access to recreational amenities; enhance neighborhood identity; and are safe, family friendly and address the needs of all ages and abilities.</p>	<p>The Specific Plan includes the development of a street and sidewalk system providing a unifying element for the community and pedestrian and bicycle connectivity with the community. Pedestrian and bicycle accessibility will be provided through Project streets and walkways connecting to 15th Street. From 15th Street bicyclists and pedestrians can continue on existing streets and sidewalks to Sierra Vista Park located approximately .5 miles southwest of the Project Site, Upland Memorial Park located approximately .8 miles south of the Project Site and to general retail commercial services located at North Campus Avenue and 19th Street approximately one mile north of the Project Site. The Project is consistent with this policy.</p>
<p><b>Policy CC-2.5 Neighborhood Amenities.</b> Encourage appropriately scaled community-supportive facilities and services within all neighborhoods to enhance neighborhood identity and provide convenient access within walking and biking distance of residents.</p>	<p>Approximately one acre of private passive open space is provided as part of the Project to include a centrally located park improved with a swimming pool, pool house with restrooms, picnic tables, barbeque facilities, children's play area, and benches. This park will provide residents with an inviting environment for informal gathering and a place to meet and greet each other as part of leisurely walks through the community. Four individual pocket parks are distributed throughout the Project providing for passive recreational use by residents of the Project. The pedestrian walkway system and two way street system for the Project are designed to provide safe and convenient pedestrian and bicycle accessibility to Project open space. The Project is consistent with this policy.</p>

**SECTION 6. GENERAL PLAN CONSISTENCY**

<p><b>Policy CC-2.6 Neighborhood Enhancement.</b> Promote infill development, redevelopment, rehabilitation, and reuse efforts that contribute positively (e.g., site layout and architectural design) to existing neighborhoods and surrounding uses.</p>	<p>The Project Site is an infill site surrounded by existing single family residential use and is proposed for redevelopment as a new residential community. The Project Site has historically been used as a flood control and detention basin. As part of the Project modifications to the flood control and detention basin will be completed to create the developable Project Site and ensure the continued flood control and detention operations of the remaining portion of the basin are intact. The proposed project is designed to positively contribute to the quality of the existing surrounding residential neighborhoods. The proposed project is designed around a simple two way street system with common area open space distributed throughout the Project. Homes will not exceed two stories in height and will have a variety of floor plans and architectural styles plotted to create a varied streetscene. Materials and details on homes will be in keeping with the character of each architectural style. The Project is consistent with this policy.</p>
<p><b>Policy CC-2.7 Neighborhood Branding.</b> Support the development of neighborhood “branding” or identification so that particular neighborhoods can be recognized through naming, signage, gateways, etc.</p>	<p>The identity for the proposed Villa Serena community will be established through the construction of an enhanced and distinctive entry to include monument signage, landscaping, and lighting reflecting the theme of Villa Serena. The Project is consistent with this policy.</p>
<p><b>Policy CC-2.9 Infill Development.</b> Require infill development to be compatible with surrounding uses and to equal or exceed the quality of adjacent development.</p>	<p>The proposed project is designed to be compatible with the existing surrounding residential land use. The proposed project is designed around a simple two way street system with common area open space distributed throughout the Project. Vehicular access to the Project will be from two entries on 15th Street. Homes will not exceed two stories in height and will have a variety of floor plans and architectural styles plotted to create a varied streetscene. Materials and details on homes will be in keeping with the character of each architectural style. The Project will include common area open space throughout the community within walking and biking distance to residential dwellings. The Project is consistent with this policy.</p>

**SECTION 6. GENERAL PLAN CONSISTENCY****Policy CC-5.1 Site Design Principles.**

Require new development projects to adhere to the basic principles of high-quality site design as set forth below, elsewhere in the General Plan, zoning and development standards, and any additional design guidelines adopted by the City. Basic principles include:

- a. **Buffers.** Encourage buffers between uses that are incompatible in design and/or operations, including, but not limited to, areas in the southwest and southeast portions of the City where industrial and residential land uses intermix.
- b. **Edges.** Ensure that buildings, trees or other architectural features provide edges and definition to the street to enhance the vitality and improve the feeling of safety and security in urbanized areas, especially in areas with high pedestrian traffic.
- c. **Building Siting.** Encourage new developments to bring buildings closer to the street as appropriate to create a more intimate and comfortable pedestrian environment.
- d. **Varied Setbacks.** Encourage varying setbacks, according to the existing character or context of the neighborhood, to provide visual interest, opportunities for transitional landscaping, and varying shadow patterns.
- e. **Green Space.** Provide adequate green space by ensuring new development and redevelopment includes appropriate green spaces, such as parkways, community squares, parks, rooftop gardens, and plazas that complement the architecture of the development.

The Specific Plan includes adequate buffering of new land uses to surrounding existing land use through project boundary landscaping and theme walls. The Specific Plan sets forth requirements for a distinctive community design through construction of an enhanced primary Community Entry and landscaped secondary entry, streetscapes, walls, and entry monuments creating a sense of arrival to the community, architectural diversity in residential design, landscaped walkways, and on site common area open space for neighborhood gatherings, all of which combined create a sense of place for residents.

Residences are planned to front onto streets, enabling residents to have their “eyes on the street,” promoting a safe hometown feel and encouraging interaction among neighbors. Varied floor plans and architectural styles combine to provide visual interest in the streetscape. The Project will include common area open space throughout the community within walking and biking distance to residential dwellings.

The Specific Plan includes a master wall and fence plan designating approved locations for all walls and fences, a uniform design for all walls and fences, and the approved materials for each type of wall and fence. All walls and fences will be constructed of high quality materials that complement the architectural styles established for the Project.

The Project is consistent with this policy.

**SECTION 6. GENERAL PLAN CONSISTENCY****Policy CC-5.1 (cont.)**

- f. Landscaping. Promote high-quality landscape design and maintenance to soften buildings, parking lots, and hardscape with specific emphasis on a “California friendly” plant palette.
- g. Pedestrian Elements. Promote the use of elements such as special paving materials, landscaping, pedestrian-scaled lighting and seating along pedestrian paths and walkways to encourage pedestrian use.
- h. Walls and Fencing. Walls and fencing should be limited to providing privacy in side and rear yards and providing screening of non-residential utility areas to preserve the sense of a safe and inviting community. Where they are allowed, walls and fencing should be built of high quality materials that match and complement the architectural style of buildings on the property and provide visual relief through the use of a mixture of materials, landscaping, walkways and greenbelts. Additional landscape areas between sound walls, garden walls, and fencing and rights-of-way should be provided to mitigate the height and visual barrier of walls per the Zoning Code.
- h. Building Articulation. Ensure that the exterior on all sides of a building are varied and articulated to provide visual interest to its surroundings.

**SECTION 6. GENERAL PLAN CONSISTENCY****Policy CC-5.2 Building Design**

**Principles.** Require new development projects to adhere to the basic principles of high-quality building design as set forth below, elsewhere in the General Plan, and in any additional design guidelines adopted by the City. Basic principles include:

- a. **High-Quality Development.** Require new buildings to be of high architectural design and construction quality, including a high degree of articulation for visual interest, and attention to detail in both design and construction within the context of a building's location.
- b. **Sustainable Development.** Require 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.
- c. **Architectural Style for Non-Historic Areas.** Require new developments to adhere to the predominant architectural style of buildings in the vicinity, where one is apparent, while encouraging variation in design elements; where there is not a strong architectural style, new styles may be appropriate.
- f. **Single-Family Residential Compatibility.** Require that new single-family housing in established neighborhoods be designed to be compatible in scale with other homes in the immediate neighborhood.
- g. **Single-Family Residential Additions.** Require that additions to existing single-family housing be developed in the same style.

The Project proposes three distinctive residential architectural styles in three different floor plans. Details and materials of homes will be true to the architectural style designated for the home. The plotting plan for each style and floor plan will be varied in order to provide visual interest in the streetscene.

The Specific Plan includes green and sustainable development requirements for the Project including the use of a drought tolerant plant palette in landscaped areas, installation of energy efficient fixtures and appliances in homes, design of homes to allow for passive solar energy utilizing materials such as cool roofs, dual pane windows, and increased insulation to minimize heat transfer and thermal bridging, and orientation and design of roofs to allow for homeowner installation of solar energy equipment. Homes will be designed to offer opportunities for home offices and installation of technology to homes providing internet access for shopping and working online.

The proposed project at a density of 7.1 dwelling units per acre is complementary to the existing scale and character of the surrounding built environment and provides a compatible transition between existing neighborhoods and the proposed community of Villa Serena. The Project is a single family detached residential community consistent with the existing single family residential character surrounding the Project Site. Homes will not exceed two stories in height and will have a variety of floor plans and architectural styles plotted to create a varied streetscene. Residences are planned to front onto streets, enabling residents to have their "eyes on the street," promoting a safe hometown feel and encouraging interaction among neighbors. Varied floor plans and architectural styles combine to provide visual interest in the streetscape. Garage widths are limited to two car spaces to minimize the view of garages from the street. Building design incorporates the stepping back of building facades, front elevation articulation, porches and deep front entries, and detail such as decorative shutters and pot shelves to break up building mass and create visual interest along the street.

The Project is consistent with this policy.

## SECTION 6. GENERAL PLAN CONSISTENCY

**Policy CC-5.2 (cont.)**

- h. Building Articulation. Ensure that the exterior on all sides of a building are varied and articulated to provide visual interest to its surroundings
- i. Variety of Size and Scale. Encourage new developments to contain a variety of lot and dwelling sizes and scales. Some lots may be designed to accommodate one-story houses, which generally require greater lot width to avoid front elevations of houses that are dominated by garages.
- j. Upper Story Setbacks. Encourage multiple-story buildings to step the building back from the street edge at upper levels to allow sunlight into the street and create visual interest.
- k. Building Entrances. Encourage building entrances to be oriented toward a public street, serve as primary pedestrian entrances to a business, and include architectural features that give them prominence.
- l. Garage Design. Ensure garages for new single-family houses, duplexes, and townhouses are visually subordinate in importance to the house itself, especially the entry. This can be achieved by locating garages toward the back of properties, limiting the width of the garage to two car spaces, building garages as separate structures from the house, requiring garages to be set back from the front facade of the house, and encouraging the orientation of garage doors at 90 degrees to the street.

**SECTION 6. GENERAL PLAN CONSISTENCY**

<p><b>Policy CC-7.1 Safety.</b> Encourage the creation of safe, walkable environments that include elements such as wide, smooth sidewalks, good lighting, safe crosswalks, clear signage, curb bulb-outs, curb cuts, street furniture, trees and traffic-calming measures, which allow people of all ages and abilities to exercise and safely access public transportation, community centers, schools, and services.</p>	<p>The proposed project includes the development of a street and sidewalk system providing a unifying element for the community and pedestrian connectivity within the community and to existing sidewalks in 15th Street. Sidewalks will be new and safely lit with street lights and low level pedestrian lighting will be provided within the common open space area. From 15th Street pedestrians can continue on existing sidewalks to Sierra Vista Park located approximately .5 miles southwest of the Project Site, to Upland Memorial Park located approximately .8 miles south of the Project Site and to general retail commercial services located at North Campus Avenue and 19th Street approximately one mile north of the Project Site. The Project is consistent with this policy.</p>
<p><b>Policy CC-7.2 Connectivity.</b> Require new development to incorporate sufficient, attractive and well marked pedestrian and vehicle connections that link to the adjacent streets and pedestrian network.</p>	<p>The proposed project includes the development of a simple two way street system with two points of vehicular access at 15th Street. The Project street system includes a network of walkways providing pedestrian connectivity to 15th Street and the existing sidewalks in 15th Street. The Project is consistent with this policy.</p>
<p><b>Policy CC-7.3 Upland Grid Pattern.</b> Reinforce and extend the traditional grid pattern in new developments that create new roadways. Promote short residential block lengths, typically no more than 400 feet, to create a street pattern that allows for multiple routes through a neighborhood and greater opportunities for pedestrian activity.</p>	<p>The proposed project includes the development of a simple two way street system with sidewalks on both sides of the street providing opportunities for walking through the community and to the central recreational facility within the Project Site. Due to the linear configuration of the Project Site, the project is not suitable for design of residential blocks. The Project is partially consistent with this policy.</p>
<p><b>Policy CC-7.4 Gated Communities.</b> Discourage the construction of new gated communities or walls surrounding individual projects (i.e. a single developer or builder) for infill development.</p>	<p>The proposed project will be gated due to use of the Project's roadway for basin maintenance and to maintain security of the basin. A decorative community theme wall is planned adjacent to the property due to the Project Site's adjacency to 15th Street, a flood control and detention basin, and an existing golf course. The Project is partially consistent with this policy.</p>

## SECTION 6. GENERAL PLAN CONSISTENCY

<p><b>Policy CC-7.6 Street Trees.</b> Encourage street trees to be planted in linear planting beds rather than tree wells, in order to support long-living healthy trees, except within Downtown Upland where tree wells are more conducive to urban environments.</p>	<p>The landscape plan for the Project includes the planting of street trees within parkways and residential front yards. The Project is consistent with this policy.</p>
<p><b>Policy CC-8.1 Streetscape Features.</b> Enhance the streetscapes along corridors with shade trees, street furniture, pedestrian lighting and other features that improve the pedestrian realm.</p>	<p>The landscape plan for the Project includes the use of shade trees along streets and within the common area open space. Off street pedestrian walkways will be lit with low level pedestrian lighting and park furniture may be placed along the walkway through the common area open space. The Project is consistent with this policy.</p>
<p><b>Policy CC-8.2 Streetscape Consistency.</b> Ensure consistent streetscapes in specific areas of the City to create a sense of place within neighborhoods and districts.</p>	<p>The landscape plan for the Project includes a cohesive and unified street scape plan utilizing shade trees, shrubs, and groundcover planted at consistent intervals and organized by size and type of plant. The streetscape plan for the Project is integral to the community design of Villa Serena and is designed to instill a sense of place for residents. The Project is consistent with this policy.</p>
<p><b>Policy CC-8.3 Street Tree Canopy.</b> Maintain street trees in the public right-of-way as an essential aesthetic and functional (i.e., shade) component of the community in accordance with the Conservation and Open Space Element.</p>	<p>The Project does not propose the removal of any existing street trees within the public right of way. The Project is consistent with this policy.</p>

## SECTION 6. GENERAL PLAN CONSISTENCY

<b>6.3 Economic Sustainability Element</b>	
<b>Policies</b>	<b>Specific Plan Consistency</b>
<p><b>Policy ES-4.4 New Development, Zoning, and Policy.</b> Consider fiscal and economic sustainability as one of a number of city-wide goals when evaluating new development, zoning or public policy.</p>	<p>The Project will be responsible for the construction of all infrastructure necessary to serve the Project, and the developer will participate in the payment of applicable Development Impact Fees for public services. The Project is consistent with this policy.</p>
<b>6.4 Circulation Element</b>	
<b>Policies</b>	<b>Specific Plan Consistency</b>
<p><b>Policy CIR-1.7 Driveway Access Points.</b> Require that driveway access points onto arterial roadways be minimized and located to ensure the smooth and safe flow of vehicles and bicycles.</p>	<p>The Project proposes two vehicular access points at 15th Street to serve the community. Emergency vehicle access from 15th Street will be provided at both entry locations. The Project is consistent with this policy.</p>
<p><b>Policy CIR-2.6 Accessible Transit.</b> Provide pedestrian access to all transit facilities and maintain pedestrian facilities that are safe, attractive, and well lit.</p>	<p>The proposed project includes the development of a street and sidewalk system providing pedestrian connectivity within the new community all of which connect to 15th Street. The project also includes improvements to the roadway and construction of a new sidewalk along the north side of 15th Street between Fernando Avenue and North 13th Street completing the sidewalk system along this portion of 15th Street. These improvements will provide continuous accessibility to Alta Avenue and Grove Avenue, both of which connect directly to the Village Grove Shopping Center on Foothill Boulevard where several transit stops are located. These stops are part of a regional public transportation network that connects Upland residents and workers to the MetroLink and regional amenities and services such as the YMCA and Foothill Hospital. The Project is consistent with this policy.</p>

**SECTION 6. GENERAL PLAN CONSISTENCY**

<p><b>Policy CIR-3.1 Connected Roadway Network.</b> Require future development or redevelopment to implement local street networks which allow travel by all modes and ensure connectivity with the larger City-wide roadway network.</p>	<p>The proposed project includes the development of a simple two way street system with two points of vehicular access at 15th Street. The Project street system includes a network of walkways providing pedestrian connectivity to 15th Street and the existing sidewalks in 15th Street. The Project street system is designed to accommodate on street bicycle travel to connect with 15th Street. The Project is consistent with this policy.</p>
<p><b>Policy CIR-3.2 Complete Streets Roadway Standards.</b> Require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated and designed to maximize safety, comfort and aesthetics while maintaining consistency with applicable Federal, State, and San Bernardino legislation and requirements.</p>	<p>The pedestrian, vehicular and bicycle circulation plan proposed for the Project has been designed to comply with City standards and will comply with applicable Federal, State and San Bernardino legislation and requirements. The Project is consistent with this policy.</p>
<p><b>6.5 Open Space and Conservation Element</b></p>	
<p><b>Policies</b></p>	<p><b>Specific Plan Consistency</b></p>
<p><b>Policy OSC-1.5 New Development.</b> Encourage new development to preserve on-site natural elements and incorporate low impact development techniques</p>	<p>The site is a developed flood control and detention basin, and there are no on-site natural elements suitable for preservation. The Project is consistent with this policy.</p>
<p><b>Policy OSC-1.7 Dark Sky Protection.</b> Promote shielded, dark-sky friendly lighting for Upland’s outdoor lighting needs in order to reduce light pollution and glare; increase energy efficiency; protect wildlife; and promote better health.</p>	<p>The Specific Plan requires the use of “dark sky” lighting fixtures in streets and common areas. The Project is consistent with this policy.</p>
<p><b>Policy OSC-2.1 Street Tree Canopy.</b> Maintain the City’s tree-lined streets as an integral component of the City’s character by replacing parkway and median trees in conjunction with public and private projects.</p>	<p>The Project does not propose the removal of any existing median or parkway trees as part of the development of the Project. The Project is consistent with this policy.</p>

**SECTION 6. GENERAL PLAN CONSISTENCY**

<p><b>Policy OSC-2.2 Streetscapes.</b> Maintain the City's landscaped parkways and medians as aesthetic buffers that improve the appearance of the community.</p>	<p>Refer to Consistency statement for Policy OSC-2.1.</p>
<p><b>Policy OSC-2.3 California-Friendly Species.</b> Encourage new and existing public and private development to incorporate California-friendly and drought-tolerant vegetation into landscape plans to reduce water demand.</p>	<p>The Specific Plan includes a plant palette for the Project which emphasizes California friendly and drought tolerant plant materials in all landscaping within the community. The Project is consistent with this policy.</p>
<p><b>Policy OSC-2.4 Invasive Species.</b> Prohibit the use of plant species known to be invasive according to the California Invasive Plant Inventory. Introduction or spread of invasive plant species during construction of development projects shall be avoided by minimizing surface disturbance; seeding and mulching disturbed areas with certified weed-free native mixes; and using California-friendly, noninvasive species in erosion control plantings.</p>	<p>The Specific Plan includes a plant palette that avoids the known invasive plant species. The Project is consistent with this policy.</p>
<p><b>Policy OSC-2.5 Shade Trees.</b> Prioritize the planting of large street tree species (greater to or equal to 50 feet in height) over smaller species to facilitate a larger canopy of trees that will serve to reduce the heat island effect, lower energy costs, sequester carbon dioxide in the atmosphere, reduce stormwater runoff, and increase water retention and water quality.</p>	<p>The landscape plan for the Project includes the use of shade trees along streets and within the common area open space. The Project is consistent with this policy.</p>
<p><b>Policy OSC-3.5 Quimby Act.</b> Continue to require residential subdivisions to provide at least 3 acres of parkland per 1,000 residents or pay an in-lieu fee or some combination thereof, pursuant to Section 66477 of the California Government Code (the Quimby Act).</p>	<p>The Project will provide approximately one acre (42,266 square feet) of common area open space within the community. The Project will meet the City's Quimby Act requirements through payment of a fee or combination of fee payment and contribution of private open space. The Project is consistent with this policy.</p>

**SECTION 6. GENERAL PLAN CONSISTENCY**

<p><b>Policy OSC-3.15 California Friendly Plant Species.</b> When feasible, utilize California friendly noninvasive plants for landscaping park and recreational facilities.</p>	<p>The Specific Plan includes a plant palette for the Project which emphasizes California friendly and drought tolerant plant materials in all landscaping area and the common area open space within the community. The Project is consistent with this policy.</p>
<p><b>Policy OSC-3.16 Stormwater Management.</b> Integrate low impact development techniques that retain natural features for stormwater management to the greatest extent possible for all parks facilities.</p>	<p>An existing flood control and detention basin will be modified to create the development site as well as retain the continued flood control and detention operations of the modified basin. The basin will be modified as part of the Project. The Project is consistent with this policy.</p>
<p><b>Policy OSC-3.17 Trees.</b> Maintain or plant trees where appropriate to provide shade, absorb carbon, reduce the heat island effect and reduce cooling loads in shaded buildings.</p>	<p>The landscape plan for the Project includes the use of shade trees along streets, within the common area open space, and will be recommended to residents for use within residential yards. The Project is consistent with this policy.</p>
<p><b>Policy OSC-3.18 Development Impact Fees.</b> Require new development to dedicate land or pay in-lieu fees to maintain park standards through the Park Acquisition and Development Impact Fee.</p>	<p>The Project will provide approximately one acre (42,266 square feet) of common area open space within the community. The Project will either pay the full Park Acquisition and Development Impact Fee or provide a combination of fee payment and private open space. The Project is consistent with this policy.</p>
<p><b>Policy OSC-4.1 Land Use Patterns.</b> Promote land use patterns that reduce the number and length of motor vehicle trips.</p>	<p>The Specific Plan proposes a land use pattern served by a new roadway system that provides for pedestrian and bicycle mobility within the Project Site and connectivity to existing commercial and recreational facilities within the vicinity of the Project Site. The proposed plan connects to existing circulation and transportation facilities reducing the need for construction of additional arterial and major roadway extensions or improvements to serve the Project Site. The Project street system includes a network of walkways providing pedestrian connectivity to 15th Street and the existing sidewalks in 15th Street. The Project street system is designed to accommodate on street bicycle travel to connect with 15th Street. The proximity of the Project Site within walking and biking distance to existing recreational and commercial facilities can help to reduce automobile trips to and from the Project Site. The Project is consistent with this policy.</p>

**SECTION 6. GENERAL PLAN CONSISTENCY**

<p><b>Policy OSC-4.11 New Development.</b> Review proposed development projects as required by CEQA to ensure projects incorporate feasible measures that reduce construction and operational emissions for reactive organic gases, nitrogen oxides, and particulate matter (PM10 and PM2.5) through project design.</p>	<p>As part of the Project an Initial Study and Mitigated Negative Declaration has been prepared pursuant to the requirements of CEQA evaluating all environmental impacts of the proposed Project for consideration by the City. The Project is consistent with this policy.</p>
<p><b>Policy OSC-4.13 Best Management Practices.</b> Require best management practices to reduce air pollution associated with construction of development projects.</p>	<p>The Project will incorporate SWPP and Erosion Control measures to control dust during construction. Construction vehicles will be required to use clean burning diesel fuel. The Project is consistent with this policy.</p>
<p><b>Policy OSC-4.14 Construction Mitigation.</b> Review construction plans associated with development projects to determine if all feasible mitigation measures are included.</p>	<p>Construction plans for the Project will incorporate all mitigation measures recommended as part of the Mitigation Monitoring and Reporting Program prepared for the Project and adopted by the City. The Project is consistent with this policy.</p>
<p><b>Policy OSC-4.15 Green Building Practices.</b> Promote green building practices that support healthy indoor living and working environments that are well-ventilated and contaminant-free.</p>	<p>The Project will incorporate all green building practices required by the California Green Building Code applicable to the Project. The Project is consistent with this policy.</p>

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<p><b>Policy OSC-5.2 Greenhouse Gas Reduction in New Development.</b> Reduce greenhouse gas emissions from new development by promoting water conservation and recycling; promoting development that is compact, mixed use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions.</p>	<p>The project will implement a variety of measures that will reduce its GHG emissions. To the extent feasible, and to the satisfaction of the City, the following measures will be incorporated into the design and construction of the project:</p> <p>Construction and Building Materials.</p> <ol style="list-style-type: none"> <li>a. Use of locally produced and/or manufactured building materials for at least 10 percent of the construction materials used for the project.</li> <li>b. Recycle/reuse of at least 50 percent of the demolished and/or grubbed construction materials (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) if feasible.</li> <li>c. Use of “Green Building Materials,” such as those materials that are resource-efficient and are recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project.</li> </ol>
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**SECTION 6. GENERAL PLAN CONSISTENCY**

<p><b>Policy OSC-5.2 Greenhouse Gas Reduction in New Development (cont.)</b></p>	<p>Energy Efficiency Measures.</p> <ul style="list-style-type: none"> <li>a. Design of all project buildings to meet or exceed the California Building Code’s (CBC) Title 24 energy standard, including, but not limited to, any combination of the following:</li> <li>b. Increased insulation such that heat transfer and thermal bridging is minimized;</li> <li>c. Limiting air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption; and</li> <li>d. Incorporating ENERGY STAR or better rated windows, space heating and cooling equipment, light fixtures, appliances, or other applicable electrical equipment.</li> <li>e. Install efficient lighting and lighting control systems. Use daylight as an integral part of the lighting systems in buildings.</li> <li>f. Installation of “cool” roofs and cool pavements.</li> <li>g. Installation of energy-efficient heating and cooling systems, appliances and equipment, and control systems. Install solar lights or light-emitting diodes (LEDs) for outdoor lighting or outdoor lighting that meets the City Code.</li> </ul> <p>The Project is consistent with this policy.</p>
<p><b>Policy OSC-5.4 CEQA Review.</b> Evaluate greenhouse gas emission impacts from proposed development projects as required by the California Environmental Quality Act.</p>	<p>As part of the Project an Initial Study/Mitigated Negative Declaration has been prepared pursuant to the requirements of CEQA evaluating all environmental impacts of the proposed Project for consideration by the City. The Project is consistent with this policy.</p>

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<p><b>Policy OSC-5.5 Emissions Reductions.</b> Require development projects that exceed AQMD ROG and NOX operational thresholds to incorporate design or operational features that reduce emissions equal to 15 percent from the level that would be produced by an unmitigated project.</p>	<p>As part of the Project an Initial Study and Mitigated Negative Declaration has been prepared pursuant to the requirements of CEQA evaluating all environmental impacts of the proposed Project, including an air quality analysis, for consideration by the City. In the event the Projects exceeds AQMD ROG and NOX operational thresholds, the Mitigated Negative Declaration will identify any design measures that could be incorporated into the Project to reduce emissions The Project is consistent with this policy.</p>
<p><b>Policy OSC-5.11 Minimum Green Building Standards.</b> Require new development to comply with the California Green Building Code (CalGreen) adopted by the California Building Standards Commission at the time of building permit application.</p>	<p>The proposed Project will incorporate all green building practices required by the California Green Building Code that are applicable to the Project and will incorporate energy efficient design measures as described in the consistency statement for Policy OSC-5.2. The Project is consistent with this policy.</p>
<p><b>Policy OSC-6.2 New Development.</b> Encourage solar-oriented design and passive solar heating and cooling in all new residential, commercial and civic development.</p>	<p>The proposed project will be constructed with passive solar energy design and energy efficient materials as described in the consistency statement for Policy OSC-5.2. The Project is consistent with this policy.</p>
<p><b>Policy OSC-6.4 Deciduous Trees.</b> Require that deciduous trees be planted on the south and west facing sides of new buildings onsite to reduce energy use in the summer and winter months.</p>	<p>The plant palette for the Project includes the use of deciduous trees. The precise landscape and irrigation plan submitted for City approval will assign locations for deciduous trees appropriately. The Project is consistent with this policy.</p>

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<b>6.6 Public Services and Facilities Element</b>	
<b>Policies</b>	<b>Specific Plan Consistency</b>
<b>Policy PFS-1.2 Growth and Level of Service.</b> Require new development to provide adequate facilities or pay its fair share of the cost for facilities needed to provide services to accommodate growth without adversely impacting current service levels.	The Specific Plan requires that adequate infrastructure be constructed to serve the Project and that the Project developer pay applicable adopted Development Impact Fees as part of Project implementation. The Project is consistent with this policy.
<b>Policy PFS-1.8 Underground Utilities.</b> Encourage undergrounding of all existing and new publicly owned utility lines, encourage undergrounding of all privately owned utility lines in new developments, and work with electricity and telecommunications providers to underground or minimize the visual impacts of existing overhead lines.	All new and existing public utility distribution lines of 34.5 kV or less shall be subsurface throughout the Project. The Project is consistent with this policy.
<b>Policy PFS-2.9 Development Review Process.</b> Identify and mitigate fire hazards through the development review process.	Project construction plans will incorporate all Fire Department requirements identified as part of Development Plan Review of the Project. The Project is consistent with this policy.
<b>Policy PFS-2.10 Fire Prevention.</b> Require new development to incorporate adequate emergency water flow, fire resistant design and materials, early warning systems and evacuation routes.	The proposed land use plan for the Project includes designated emergency vehicle access points to the Project Site. The water master plan for the Project identifies adequate water facilities for fire protection purposes. Building construction will incorporate fire resistant design and materials consistent with the California Building Code and Fire Code requirements. The Project is consistent with this policy.
<b>Policy PFS-2.11 Emergency Vehicle Access.</b> Require new development to be accessible to emergency vehicles and to not impede the ability of service providers to provide adequate emergency response.	The proposed land use plan for the Project includes designated emergency vehicle access points to the Project Site. The Project is consistent with this policy.

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<p><b>Policy PFS-2.12 Public and Private Roadways.</b> Ensure that new public and private roadways are adequate in terms of width, radius and grade to accommodate fire-fighting apparatus, while maintaining Upland’s neighborhoods and small-town character.</p>	<p>Roadways within the Project will conform to Fire Department requirements for access and fire fighting purposes. The Project is consistent with this policy.</p>
<p><b>Policy PFS-9.1 Best Management Practices.</b> Require new development projects to adopt best management practices for water use efficiency and demonstrate specific water conservation measures.</p>	<p>The Specific Plan includes requirements that builder-installed indoor appliances, including dishwashers, showers and toilets, shall be low-water use in compliance with the adopted California Building Code; drought-tolerant and/or native landscaping materials shall be used in all public and common areas to reduce water consumption; Smart Controller irrigation systems shall be installed in all public and common area landscaping; and landscape areas shall be designed on a “hydro zone” basis to group plants according to their water and sun requirements. The Project is consistent with this policy.</p>
<p><b>Policy PFS-9.4 Purple Pipe System.</b> Review new development projects to determine which are appropriate for recycled water piping systems (“purple pipe”) and require these projects to incorporate dual potable and recycled water facilities into their design.</p>	<p>The City has not required that the Project incorporate dual potable and recycled water facilities into Project design. The Project is consistent with this policy.</p>
<p><b>Policy PFS-10.2 Connection to Wastewater System.</b> Require all new development located within the City limits to connect to the public wastewater collection system.</p>	<p>As part of the Project new sewer mains will be constructed to serve the Project designed to connect to existing public sewer mains located in 15th Street. The Project is consistent with this policy.</p>
<p><b>Policy PFS-10.5 New Facilities.</b> Construct new wastewater conveyance facilities as needed.</p>	<p>Refer to consistency statement for Policy PFS-10.2 The Project is consistent with this policy.</p>

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<p><b>Policy PFS-10.6 New Development.</b> Grant conditional approval of new development on the availability of sufficient capacity in the wastewater collection and treatment system to serve the project. Hold individual development projects responsible for their fair share of upgrades.</p>	<p>Refer to consistency statement for Policy PFS-10.2. No upgrades to existing public wastewater facilities are required to accommodate the Project. The Project is consistent with this policy.</p>
<p><b>Policy PFS-11.2 New Development.</b> Require new development to protect the quality of water bodies and natural drainage systems through site design, source controls, stormwater treatment, runoff reduction measures, best management practices (BMPs), Low Impact Development (LID), and hydromodification strategies consistent with the City's NPDES Permit.</p>	<p>As part of the Project, LID BMPs will be implemented throughout the site to maintain water quality standards. The BMPs will consist of retention and infiltration on-site. There are no natural drainage systems existing on the Project Site that will remain as part of development of the Project Site. The Project is consistent with this policy.</p>
<p><b>Policy PFS-11.3 No Net Increase.</b> Require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event.</p>	<p>The Project will not contribute a net increase in stormwater runoff peak flows over existing conditions associated with a 100 year storm event. The Project is consistent with this policy.</p>
<p><b>Policy PFS-11.4 Post-Development Runoff.</b> Require controlling the volume, frequency, duration, and peak flow rates and velocities of runoff from development projects to prevent or reduce downstream erosion and protect stream habitat.</p>	<p>Runoff from the proposed project can be accommodated within existing public storm water collection facilities and proposed facilities to be constructed as part of the basin modifications to be completed as part of the Project. The Project is consistent with this policy.</p>
<p><b>Policy PFS-13.2 Watershed Drainage Plans.</b> Require developers to prepare watershed drainage plans for proposed developments that define needed drainage improvements per City standards, estimate construction costs for these improvements, and comply with the City's National Pollutant Discharge Elimination System (NPDES).</p>	<p>A drainage study will be prepared for the Project to determine peak flows. Pursuant to the recommendations of the study, appropriate drainage improvements will be designed and implemented for the Project according to City Standards, and in compliance with the NPDES. The Project is consistent with this policy.</p>

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<b>6.7 Healthy Community Element</b>	
<b>Policies</b>	<b>Specific Plan Consistency</b>
<p><b>Policy HC-1.2 Complete Neighborhoods.</b> Encourage new development to create complete neighborhoods and districts where residents can live within an easy and safe walking distance to daily services, recreational opportunities, and other community amenities that are part of a healthy lifestyle (cf: CC-4).</p>	<p>The Project street system includes a network of walkways providing pedestrian connectivity to 15th Street and the existing sidewalks in 15th Street. Pedestrians can continue on existing streets and sidewalks to Sierra Vista Park located approximately .5 miles southwest of the Project Site, to Upland Memorial Park located approximately .8 miles south of the Project Site and to general retail commercial services located at North Campus Avenue and 19th Street approximately one mile north of the Project Site. The Project is consistent with this policy.</p>
<p><b>Policy HC-1.3 Complete Streets.</b> Enhance and improve the safety, convenience, and accessibility of roadways with trees, sidewalks, bicycle lanes, and other amenities to encourage pedestrian, bike, and transit activity for residents of all ages and abilities. (cf: CIR-3)</p>	<p>The proposed street system for the Project is designed to create a distinctive sense of place for residents as a “walkable” community with pedestrian friendly streets creating an atmosphere where neighbors can visit with one another while walking along shaded sidewalks throughout the community. A simple two way street system is proposed to include a street adjacent sidewalk on both sides of the street. A separate walkway will be provided within the common area open space extending in an east/west direction through the Project. The Project is consistent with this policy.</p>
<p><b>Policy HC-2.2 Recreational Facilities.</b> Support the availability and accessibility of age appropriate recreational facilities, both private or publicly owned, to meet the diverse recreational needs of Upland residents. (cf: OSC-2)</p>	<p>The proposed project includes the provision of approximately one acre (42,266 square feet) of private common area open space provided throughout the Project Site. Improvements within the common area open space include a pool, pool house with restrooms, barbeque and picnic facilities, and children’s play area. The Project is consistent with this policy.</p>
<b>6.8 Safety Element</b>	
<b>Policies</b>	<b>Specific Plan Consistency</b>
<p><b>Policy SAF-1.1 Exterior Noise Standards.</b> Require noise mitigation for all development where the projected exterior noise levels exceed those shown in Table SAF-1, to the extent feasible. (60 dBA)</p>	<p>As part of the Project an acoustical study will be prepared to identify exterior and interior noise levels affecting residences in the Project and construction design and materials required for the Project to mitigate exterior noise levels to 60 dBA for the Project. The Project is consistent with this policy.</p>

**SECTION 6. GENERAL PLAN CONSISTENCY**

<p><b>Policy SAF-1.3 Interior Noise Standards.</b> Require new development to include noise mitigation to assure acceptable interior noise levels appropriate to the land use type: 45 dBA Ldn for residential, transient lodgings, hospitals, nursing homes, and other uses where people normally sleep; and 45 dBA Ldn (peak hour) for office buildings and similar uses.</p>	<p>As part of the Project an acoustical study will be prepared to identify exterior and interior noise levels affecting residences in the Project and construction design and materials required for the Project to mitigate interior noise levels to 45 dBA Ldn for the Project. The Project is consistent with this policy.</p>
<p><b>Policy SAF-1.6 Acoustical Study.</b> Require an acoustical study for all new residential developments that lie within the 65 Ldn noise contour on the Future Noise Contour Map, to ensure indoor levels will not exceed City standards. In addition, the City shall continue to enforce the California Building Code for indoor noise levels.</p>	<p>As part of the Project an acoustical study will be prepared to identify whether the Project falls within the 65 Ldn noise contour on the Future Noise Contour Map and to ensure that indoor levels will not exceed City standards. The Project is consistent with this policy.</p>
<p><b>Policy SAF-2.7 New Development.</b> Require evaluation of potential flood hazards prior to approval of development projects.</p>	<p>An evaluation of potential flood hazards to the Project is part of the Initial Study and Mitigated Negative Declaration prepared for the Project. The Project is consistent with this policy.</p>
<p><b>Policy SAF-4.3 Development.</b> Continue to require all development, new and existing, to provide necessary service, fire hydrants and road improvements consistent with the California Fire Code.</p>	<p>Development of the Project will include construction of any and all facilities identified by the Fire Department to comply with the California Fire Code. The Project is consistent with this policy.</p>
<p><b>Policy SAF-4.4 Development Review.</b> Include the Fire Department in the review of development proposals to ensure projects adequately address safe design and on-site fire protection and comply with applicable fire and building codes.</p>	<p>As part of the City's review of the proposed Project, the Fire Department will be consulted for input on the proposed Project plans. The Project is consistent with this policy.</p>

## **Exhibit D – Tentative Tract Map**

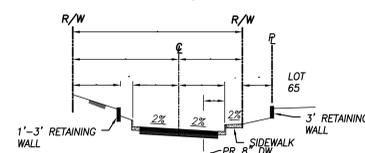
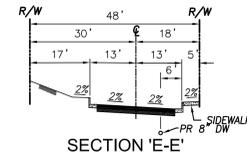
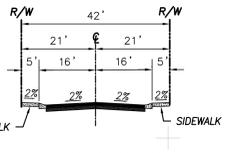
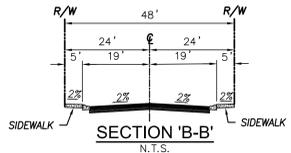
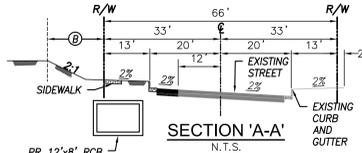


# TENTATIVE TRACT MAP 20245

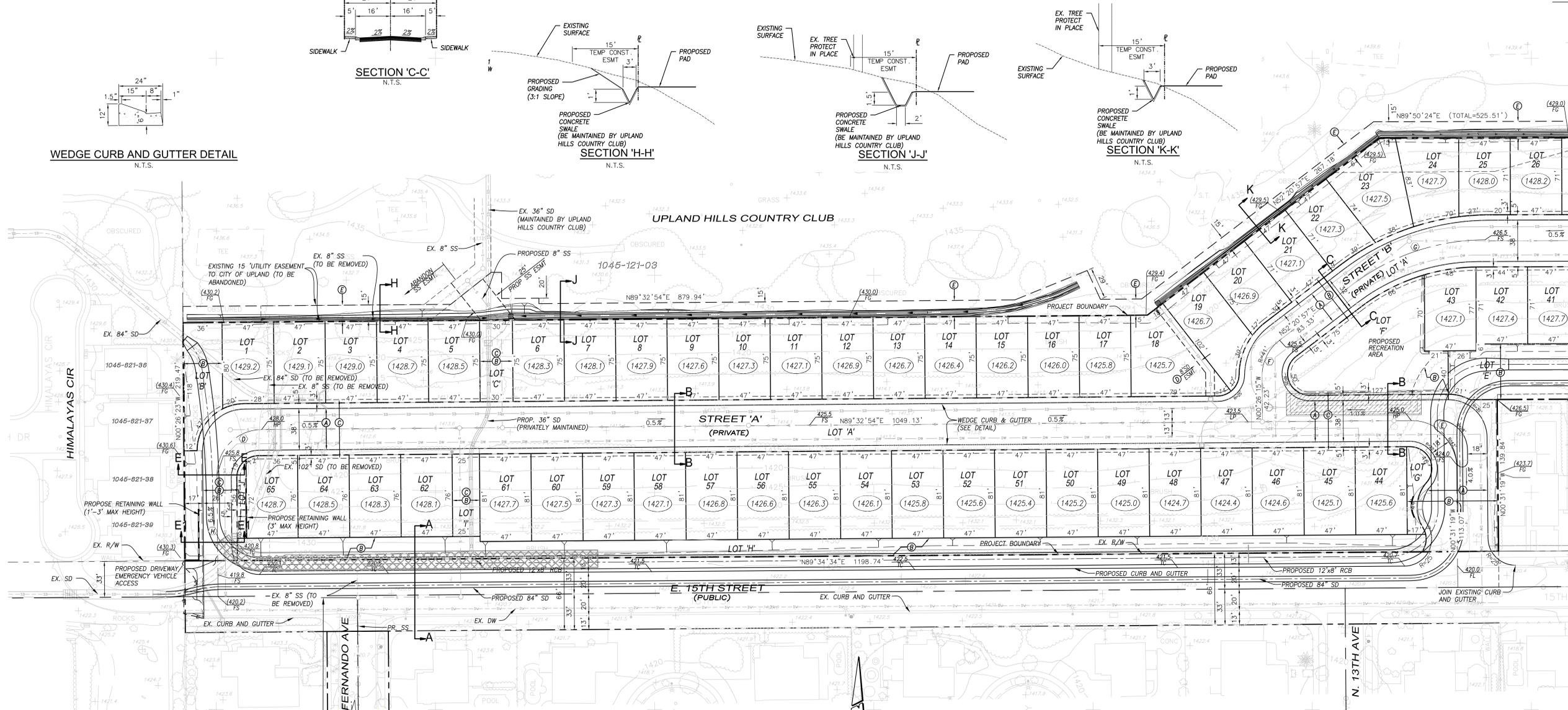
FOR SINGLE-FAMILY RESIDENTIAL PURPOSES  
CITY OF UPLAND, SAN BERNARDINO COUNTY, CALIFORNIA

**GENERAL NOTES**

- EXISTING LAND USE: BASIN - PUBLIC UTILITIES (PU) FC - FLOOD CONTROL
- EXISTING ZONING: SPECIAL PURPOSE - PUBLIC (PB)
- GENERAL PLAN DESIGNATION: PUBLIC UTILITIES (PU) FC - FLOOD CONTROL
- PROPOSED LANDUSE: SINGLE FAMILY RESIDENTIAL
- UTILITY COMPANIES:  
GAS: SOUTHERN CALIFORNIA GAS COMPANY  
ELECTRICITY: SOUTHERN CALIFORNIA EDISON  
WATER: CITY OF UPLAND  
SEWER: CITY OF UPLAND  
REFUSE BURSTED WASTE INDUSTRIES  
CABLE TV: TIME WARNER CABLE
- FEMA FLOOD ZONE: ZONE X
- ASSESSORS PARCEL NUMBERS: PORTION OF 1045-151-34  
1045-121-02 & 0207-483-46
- GRADING FOR THE PROPOSED PROJECT SITE IS DEPENDENT ON MAINTAINING THE OPERATION OF THE EXISTING DETENTION BASIN AT ALL TIMES. THIS MAY REQUIRE INSTALLATION OF PROPOSED INLET/OUTLET STRUCTURES, STORM DRAIN INFRASTRUCTURE, AND INTERIM GRADING TO RELOCATE BASIN RELATED INFRASTRUCTURE PRIOR GRADING OF THE PROJECT SITE. DEVELOPER TO PROVIDE CONSTRUCTION SEQUENCING PLAN TO THE CITY PRIOR TO ISSUANCE OF GRADING OR OTHER PERMITS FOR THE PROJECT SITE.



VICINITY MAP  
N.T.S.



AREA TABLE				
LOTS	SQ FT	PROPOSED USE	OWNERSHIP	
1	3,554	SINGLE FAMILY RESIDENTIAL	PRIVATE	
2	3,525	SINGLE FAMILY RESIDENTIAL	PRIVATE	
3	3,525	SINGLE FAMILY RESIDENTIAL	PRIVATE	
4	3,525	SINGLE FAMILY RESIDENTIAL	PRIVATE	
5	3,525	SINGLE FAMILY RESIDENTIAL	PRIVATE	
6	3,525	SINGLE FAMILY RESIDENTIAL	PRIVATE	
7	3,525	SINGLE FAMILY RESIDENTIAL	PRIVATE	
8	3,525	SINGLE FAMILY RESIDENTIAL	PRIVATE	
9	3,525	SINGLE FAMILY RESIDENTIAL	PRIVATE	
10	3,525	SINGLE FAMILY RESIDENTIAL	PRIVATE	
11	3,525	SINGLE FAMILY RESIDENTIAL	PRIVATE	
12	3,525	SINGLE FAMILY RESIDENTIAL	PRIVATE	
13	3,525	SINGLE FAMILY RESIDENTIAL	PRIVATE	
14	3,525	SINGLE FAMILY RESIDENTIAL	PRIVATE	
15	3,525	SINGLE FAMILY RESIDENTIAL	PRIVATE	
16	3,525	SINGLE FAMILY RESIDENTIAL	PRIVATE	
17	3,525	SINGLE FAMILY RESIDENTIAL	PRIVATE	
18	5,048	SINGLE FAMILY RESIDENTIAL	PRIVATE	
19	4,105	SINGLE FAMILY RESIDENTIAL	PRIVATE	
20	3,350	SINGLE FAMILY RESIDENTIAL	PRIVATE	
21	3,337	SINGLE FAMILY RESIDENTIAL	PRIVATE	
22	3,379	SINGLE FAMILY RESIDENTIAL	PRIVATE	
23	4,515	SINGLE FAMILY RESIDENTIAL	PRIVATE	
24	4,237	SINGLE FAMILY RESIDENTIAL	PRIVATE	
25	3,352	SINGLE FAMILY RESIDENTIAL	PRIVATE	
26	3,337	SINGLE FAMILY RESIDENTIAL	PRIVATE	
27	3,337	SINGLE FAMILY RESIDENTIAL	PRIVATE	
28	3,337	SINGLE FAMILY RESIDENTIAL	PRIVATE	
29	3,337	SINGLE FAMILY RESIDENTIAL	PRIVATE	
30	3,337	SINGLE FAMILY RESIDENTIAL	PRIVATE	
31	3,337	SINGLE FAMILY RESIDENTIAL	PRIVATE	
32	3,337	SINGLE FAMILY RESIDENTIAL	PRIVATE	
33	3,779	SINGLE FAMILY RESIDENTIAL	PRIVATE	
34	3,344	SINGLE FAMILY RESIDENTIAL	PRIVATE	
35	3,337	SINGLE FAMILY RESIDENTIAL	PRIVATE	
36	3,429	SINGLE FAMILY RESIDENTIAL	PRIVATE	
37	3,337	SINGLE FAMILY RESIDENTIAL	PRIVATE	
38	3,337	SINGLE FAMILY RESIDENTIAL	PRIVATE	
39	3,337	SINGLE FAMILY RESIDENTIAL	PRIVATE	
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41	3,337	SINGLE FAMILY RESIDENTIAL	PRIVATE	
42	3,337	SINGLE FAMILY RESIDENTIAL	PRIVATE	
43	3,513	SINGLE FAMILY RESIDENTIAL	PRIVATE	
44	3,804	SINGLE FAMILY RESIDENTIAL	PRIVATE	
45	3,803	SINGLE FAMILY RESIDENTIAL	PRIVATE	
46	3,803	SINGLE FAMILY RESIDENTIAL	PRIVATE	
47	3,802	SINGLE FAMILY RESIDENTIAL	PRIVATE	
48	3,801	SINGLE FAMILY RESIDENTIAL	PRIVATE	
49	3,801	SINGLE FAMILY RESIDENTIAL	PRIVATE	
50	3,800	SINGLE FAMILY RESIDENTIAL	PRIVATE	
51	3,800	SINGLE FAMILY RESIDENTIAL	PRIVATE	
52	3,799	SINGLE FAMILY RESIDENTIAL	PRIVATE	
53	3,799	SINGLE FAMILY RESIDENTIAL	PRIVATE	
54	3,798	SINGLE FAMILY RESIDENTIAL	PRIVATE	
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59	3,796	SINGLE FAMILY RESIDENTIAL	PRIVATE	
60	3,795	SINGLE FAMILY RESIDENTIAL	PRIVATE	
61	3,794	SINGLE FAMILY RESIDENTIAL	PRIVATE	
62	3,572	SINGLE FAMILY RESIDENTIAL	PRIVATE	
63	3,572	SINGLE FAMILY RESIDENTIAL	PRIVATE	
64	3,572	SINGLE FAMILY RESIDENTIAL	PRIVATE	
65	3,559	SINGLE FAMILY RESIDENTIAL	PRIVATE	
A	102,213	PRIVATE STREET	HOA	
B	3,554	OPEN SPACE/RFC	HOA	
C	2,250	OPEN SPACE/RFC	HOA	
D	1,704	OPEN SPACE/RFC	HOA	
E	22,570	OPEN SPACE/RFC	HOA	
F	10,169	OPEN SPACE/RFC	HOA	
G	1,228	LANDSCAPE	HOA	
H	18,322	LANDSCAPE	HOA	
I	1,900	OPEN SPACE	HOA	
J	3,572	LANDSCAPE	HOA	
TOTAL	398,806	(9.16 ACRES)	HOA	

**LEGAL DESCRIPTION:**

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

BEING A PORTION OF THAT CERTAIN PARCEL OF LAND, IN THE CITY OF UPLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, LABELED "REMAINDER PARCEL" AS SHOWN ON TRACT MAP NO. 11631, AS PER MAP RECORDED IN BOOK 158, PAGES 53 THROUGH 62 OF MAPS, INCLUSIVE THEREOF, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID REMAINDER PARCEL, SAID POINT BEING ON THE NORTHERLY RIGHT OF WAY LINE OF FIFTEENTH STREET (66.00 FEET IN FULL WIDTH) AS SHOWN ON SAID TRACT MAP; THENCE LEAVING SAID RIGHT OF WAY LINE AND ALONG THE WESTERLY LOT LINE OF SAID REMAINDER PARCEL, NORTH 00°00'52" EAST 219.80 FEET TO THE NORTHWESTERLY CORNER OF SAID REMAINDER PARCEL; THENCE ALONG THE NORTHERLY LINE OF SAID REMAINDER PARCEL, NORTH 89°57'44" EAST 879.81 FEET TO AN ANGLE POINT IN SAID NORTHERLY LINE; THENCE CONTINUING ALONG SAID NORTHERLY LINE, NORTH 52°44'28" EAST 267.15 FEET TO AN ANGLE POINT IN SAID NORTHERLY LINE; THENCE CONTINUING ALONG SAID NORTHERLY LINE, SOUTH 89°45'00" EAST, 525.51 FEET; THENCE, LEAVING SAID NORTHERLY LINE, SOUTH 00°07'06" EAST 240.74 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID REMAINDER PARCEL; THENCE, ALONG SAID SOUTHERLY LINE, NORTH 89°49'43" WEST 420.00 FEET TO AN ANGLE POINT IN SAID SOUTHERLY LINE; THENCE SOUTH 00°07'06" EAST 139.84 FEET TO A POINT ON SAID NORTHERLY RIGHT OF WAY LINE; THENCE, ALONG SAID NORTHERLY RIGHT OF WAY LINE, SOUTH 89°58'33" WEST 1,198.79 FEET TO THE POINT OF BEGINNING.

**GRADING QUANTITIES:**

CUT: 43,680 CY  
FILL: 91,565 CY  
IMPORT: 47,885 CY

**SHEET INDEX**

TENTATIVE TRACT MAP (WITH GRADING)

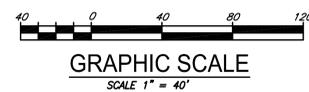
LINE AND CURVE TABLE				
Δ	DELTA/BEARING	RADIUS	LENGTH	TANGENT
D	89°59'17"	41.00'	64.39'	40.99'
E	89°55'46"	41.00'	64.35'	40.95'
F	52°47'12"	41.00'	37.77'	20.35'
G	37°29'27"	200.00'	130.87'	67.87'
H	N00°28'23"W	-	112.49'	-

**BENCHMARK:**

CITY OF UPLAND DESIGNATION: 90-86  
DESCRIPTION: 2" CITY OF UPLAND BRASS DISK SET IN THE NORTHWEST CORNER OF A FCC CATCH BASIN, 64' NORTH OF C.L. 15TH ST. AND 35' WEST OF C.L. CAMPUS AVE.  
ELEVATION (FEET): 1425.286 (CITY OF UPLAND LOCAL DATUM OF 1986)

**BASIS OF BEARINGS:**

THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING OF NORTH 81°29'26.18" WEST BETWEEN NGS CORRS HORIZONTAL CONTROL STATION EWPP (PID D7046) AND LORS (PID DM7524) AS PER RECORDS PUBLISHED BY NGS FOR THE 2010.00 EPOCH.



**LOT SUMMARY:**

DESCRIPTION	TOTAL
LOTS 1-65 SINGLE FAMILY RESIDENTIAL	5.4 AC
LETTERED LOTS: PRIVATE WAY (LOT A)	2.4 AC
LETTERED LOTS: LANDSCAPE (LOTS B-J)	1.4 AC
TOTAL	9.2 AC

NOTE: COMBINED ACREAGE MAY NOT MEET 100% OF THE TOTAL DUE TO ROUNDING ERRORS

**PROPOSED EASEMENTS**

- Ⓐ DENOTES EASEMENT TO CITY OF UPLAND FOR EMERGENCY VEHICLE ACCESS
- Ⓑ DENOTES STORM DRAIN EASEMENT TO CITY OF UPLAND FOR INGRESS, EGRESS, INSPECTION, MAINTENANCE & REPAIR PURPOSES
- Ⓒ DENOTES EASEMENT TO CITY OF UPLAND FOR PUBLIC UTILITY PURPOSES (SEWER, WATER AND STORM DRAIN)
- Ⓓ DENOTES EASEMENT TO HOA FOR PRIVATE STORM DRAIN PURPOSES
- Ⓔ DENOTES TEMPORARY CONSTRUCTION EASEMENT IN FAVOR OF TENTATIVE TRACT 20245

**LEGEND**

- TRACT BOUNDARY
- PROPOSED LOT LINE
- EXISTING LOT LINE
- PROPOSED WATER LINE
- EXISTING WATER LINE
- PROPOSED SEWER LINE
- EXISTING SEWER LINE
- PROPOSED STORM DRAIN LINE
- EXISTING STORM DRAIN LINE
- PROPOSED LOT # 45
- PAD ELEVATION (1424.7)
- SHALLOW STORM DRAIN COVER (D<2')
- PROPOSED INFILTRATION BASIN

DATE OF PREPARATION: OCTOBER 8, 2019

REGISTERED PROFESSIONAL ENGINEER  
SCOTT P. GILBERT  
No. 65194  
CIVIL  
STATE OF CALIFORNIA

PREPARED BY:  
**PROACTIVE**  
ENGINEERING CONSULTANTS  
200 South Main Street, Suite 300  
Corona, CA 92882 (951) 280-3300

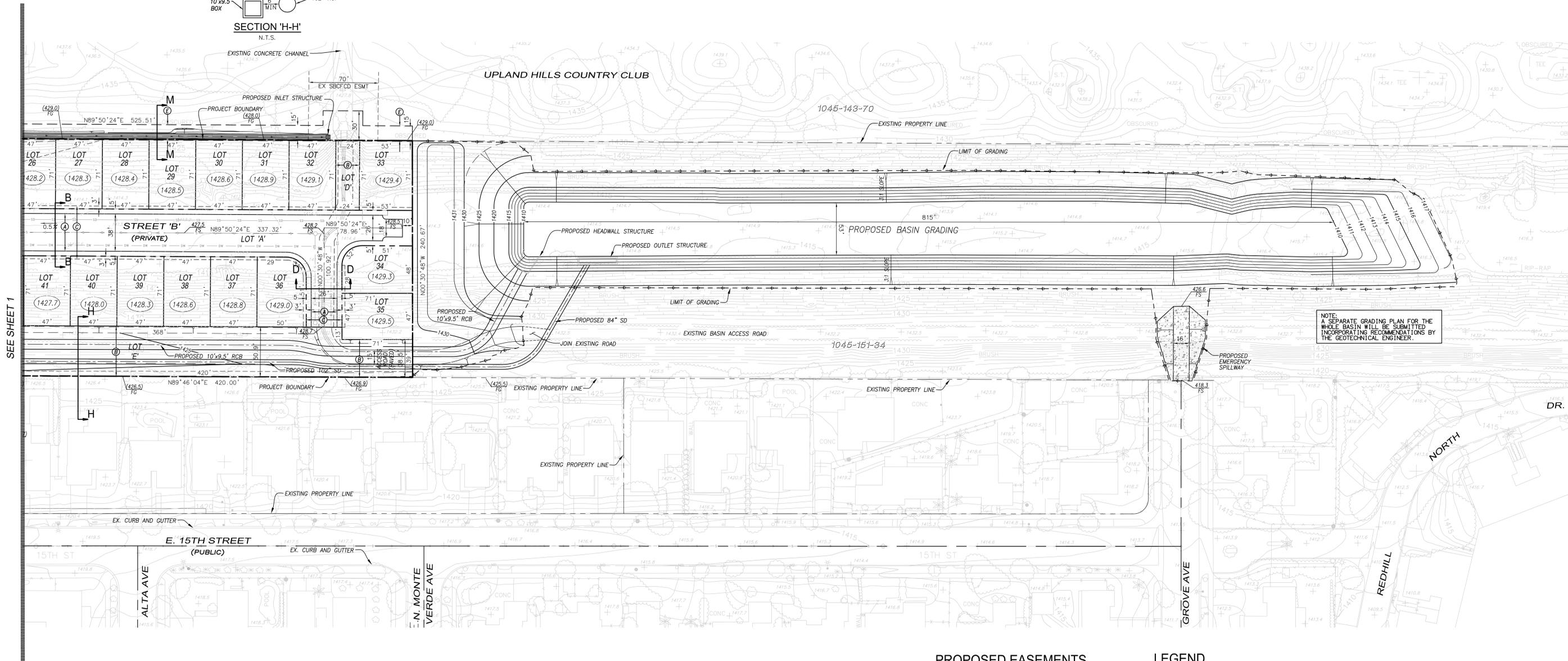
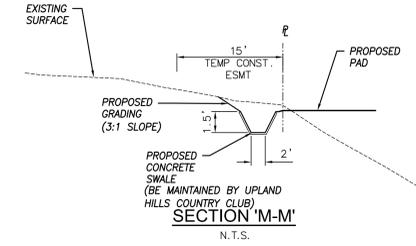
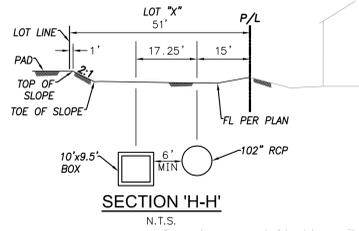
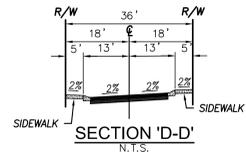
DEVELOPER:  
**FRONTIER COMMUNITIES**  
A Sun Communities Company

**TENTATIVE TRACT MAP NO. 20245**  
CITY OF UPLAND

SHEET 1 OF 2  
2ND SUBMITTAL

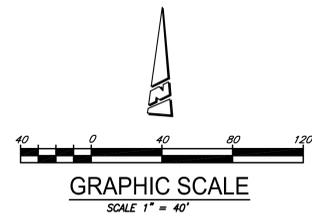
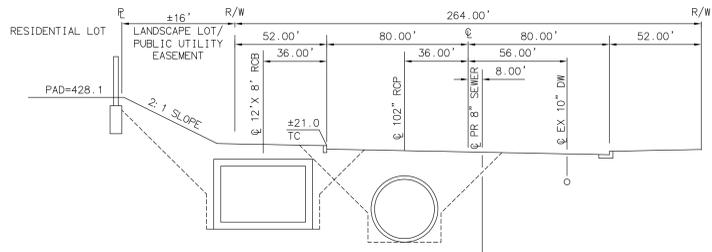
# TENTATIVE TRACT MAP 20245

FOR SINGLE-FAMILY RESIDENTIAL PURPOSES  
CITY OF UPLAND, SAN BERNARDINO COUNTY, CALIFORNIA



SEE SHEET 1

15TH STREET CROSS SECTION



**PROPOSED EASEMENTS**

- Ⓐ DENOTES EASEMENT TO CITY OF UPLAND FOR EMERGENCY VEHICLE ACCESS
- Ⓑ DENOTES STORM DRAIN EASEMENT TO CITY OF UPLAND AND SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT FOR INGRESS, EGRESS, INSPECTION, MAINTENANCE & REPAIR PURPOSES
- Ⓒ DENOTES EASEMENT TO CITY OF UPLAND FOR PUBLIC UTILITY PURPOSES (SEWER, WATER AND STORM DRAIN)
- Ⓓ DENOTES EASEMENT TO HOA FOR PRIVATE STORM DRAIN PURPOSES
- Ⓔ DENOTES TEMPORARY CONSTRUCTION EASEMENT IN FAVOR OF TENTATIVE TRACT 20245

**LEGEND**

TRACT BOUNDARY	—————	PROPOSED LOT #	45
PROPOSED LOT LINE	—————	PAD ELEVATION	(1424.7)
EXISTING LOT LINE	—————	SHALLOW STORM DRAIN COVER (D<2')	[Cross-hatched pattern]
PROPOSED WATER LINE	—————	PROPOSED INFILTRATION BASIN	[Hatched pattern]
EXISTING WATER LINE	—————		
PROPOSED SEWER LINE	—————		
EXISTING SEWER LINE	—————		
PROPOSED STORM DRAIN LINE	—————		
EXISTING STORM DRAIN LINE	—————		



REVISION	DATE	DESCRIPTION

PREPARED BY:  
**PROACTIVE**  
ENGINEERING CONSULTANTS  
200 South Main Street, Suite 300  
Corona, CA 92882 (951) 280-3300  
SCOTT GILBERT, P.E. R.C.E. 65194

DEVELOPER:  
**FRONTIER COMMUNITIES**  
A Division of American International

TENTATIVE TRACT MAP NO. 20245  
CITY OF UPLAND  
SHEET 2 OF 2  
2ND SUBMITTAL

Drawing Name: Z:\10031\_Upland\_Bean\_Frontier\Drawings\Tract Maps\TM\_UPLAND\_TM.dwg  
Pcset: Nov 01, 2019 - 8:03am by: c\_mose

## Exhibit E – Site Plans



Site Summary:

Minimum Lot Size : 47' x 71' = 3,337 sq.ft.  
 Total Homes : 65

Site Area : ± 9.15 Acres  
 Density : ± 7.1 Homes/Acre

Parking Required :  
 2 Garage Spaces/Home = 130 Spaces

Parking Provided :  
 2 Garage Spaces/Home = 130 Spaces  
 2 Driveway Spaces/Home = 130 Spaces  
 Uncovered Spaces = 46 Spaces  
 Total Spaces = 306 (4.7:1)



**Note:**  
 This yield study is for the purpose of estimating the maximum density of a residential product type on a site of a given configuration. If specific entitlement requirements differ from the criteria shown on the plan (such as setbacks, minimum lot sizes, street standards, retention requirements, etc.) then the actual possible density may vary substantially.

## **Exhibit F – Architectural Plans**



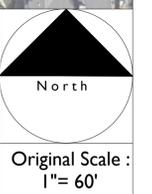
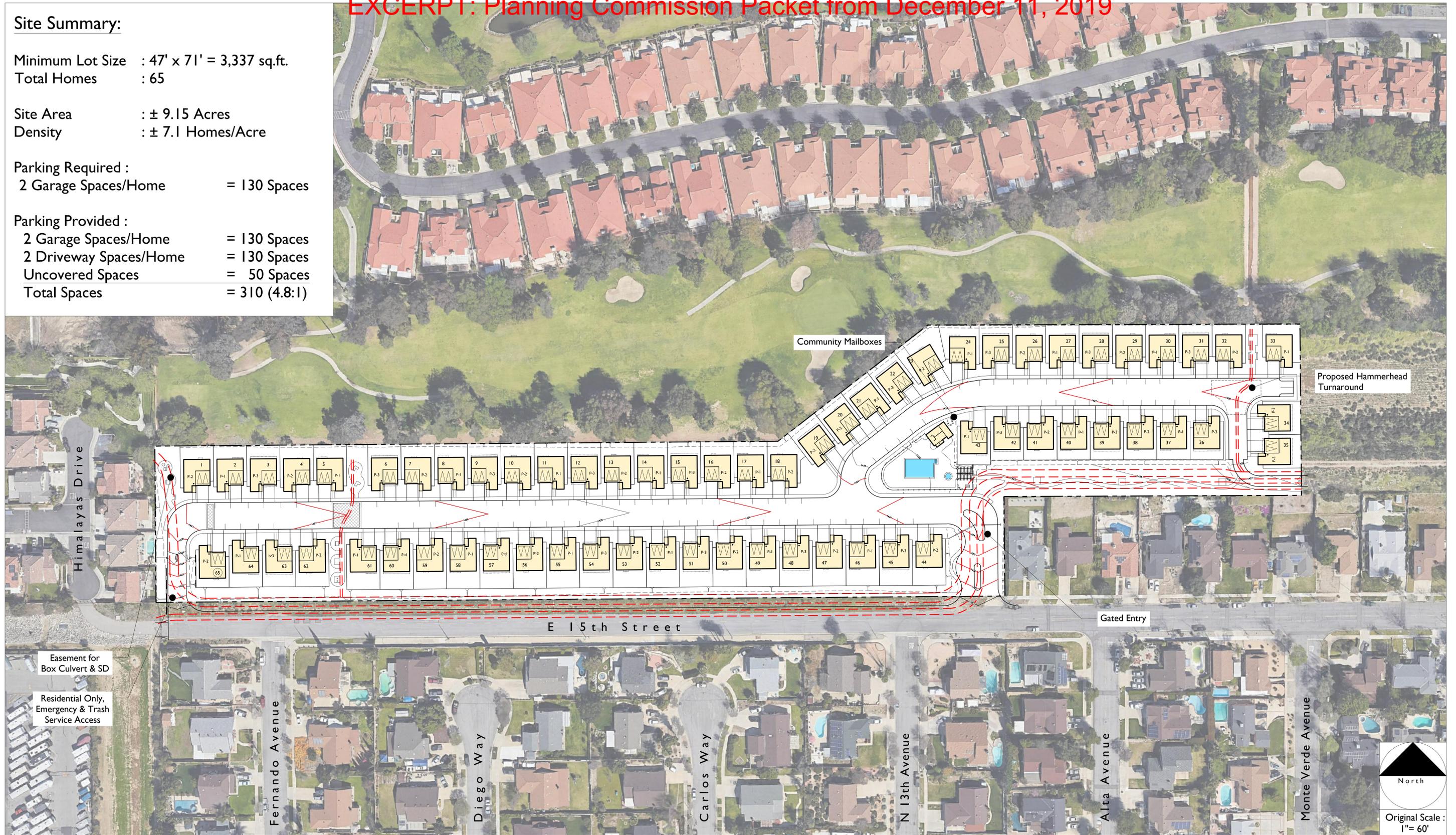
Site Summary:

Minimum Lot Size : 47' x 71' = 3,337 sq.ft.  
 Total Homes : 65

Site Area : ± 9.15 Acres  
 Density : ± 7.1 Homes/Acre

Parking Required :  
 2 Garage Spaces/Home = 130 Spaces

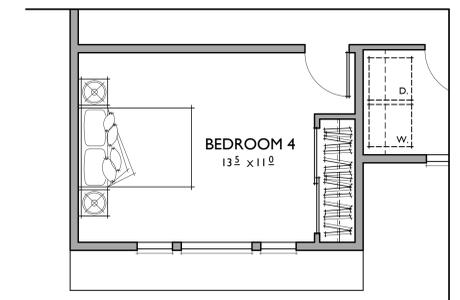
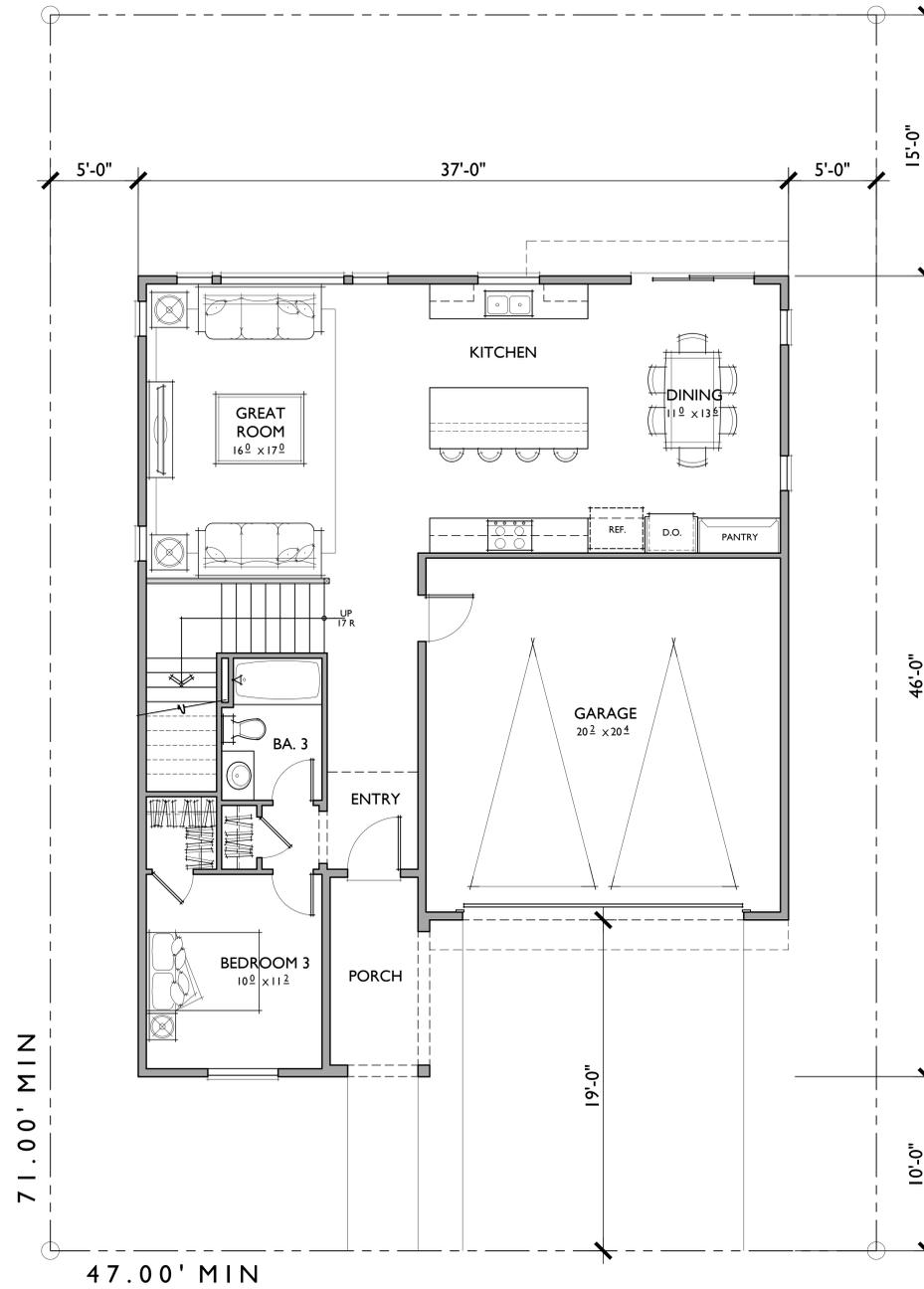
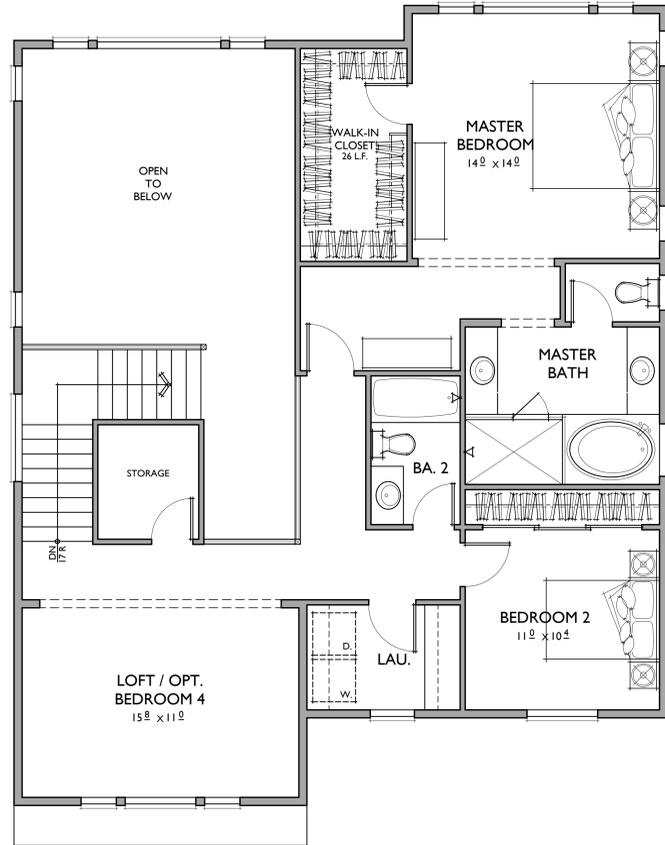
Parking Provided :  
 2 Garage Spaces/Home = 130 Spaces  
 2 Driveway Spaces/Home = 130 Spaces  
 Uncovered Spaces = 50 Spaces  
 Total Spaces = 310 (4.8:1)



# EXCERPT: Planning Commission Packet from December 11, 2019

LOT	PLAN	LOT	PLAN	LOT	PLAN	LOT	PLAN
1	2	21	1	41	2	61	1
2	1	22	3	42	3	62	2
3	3	23	2	43	1	63	3
4	2	24	1	44	2	64	1
5	1	25	3	45	3	65	2
6	3	26	2	46	1		
7	2	27	1	47	2		
8	1	28	3	48	3	Plan 1 =	21 lots
9	3	29	2	49	1	Plan 2 =	22 lots
10	2	30	1	50	2	Plan 3 =	22 lots
11	1	31	3	51	3		
12	3	32	2	52	1		
13	2	33	1	53	2		
14	1	34	3	54	3		
15	3	35	3	55	1		
16	2	36	3	56	2		
17	1	37	1	57	3		
18	2	38	2	58	1		
19	3	39	3	59	2		
20	2	40	1	60	3		





**PLAN I**  
3 BEDROOMS / 3 BATHS + LOFT / OPT. BEDROOM 4  
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,025 SQ. FT.
2ND FLOOR	1,134 SQ. FT.
<b>TOTAL LIVING</b>	<b>2,159 S.F.</b>
2 - CAR GARAGE	430 SQ. FT.
PORCH	63 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

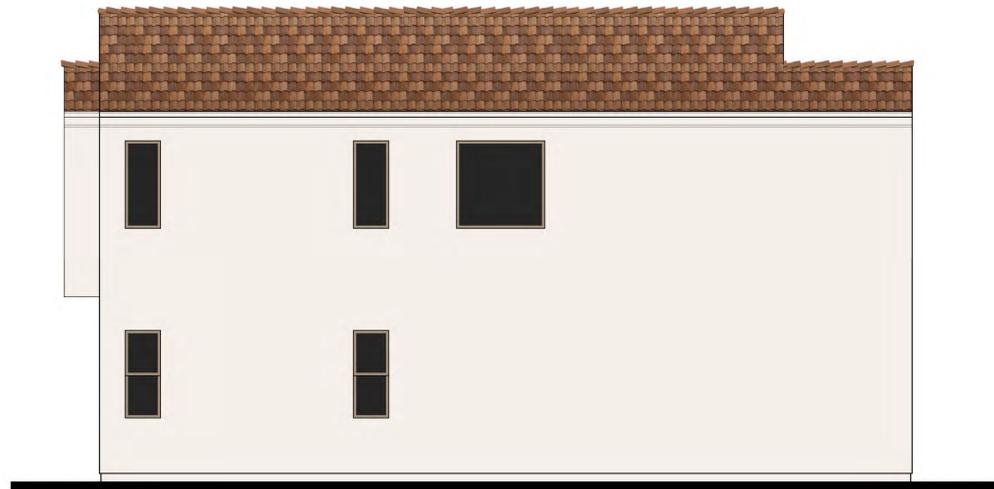


REAR



FRONT

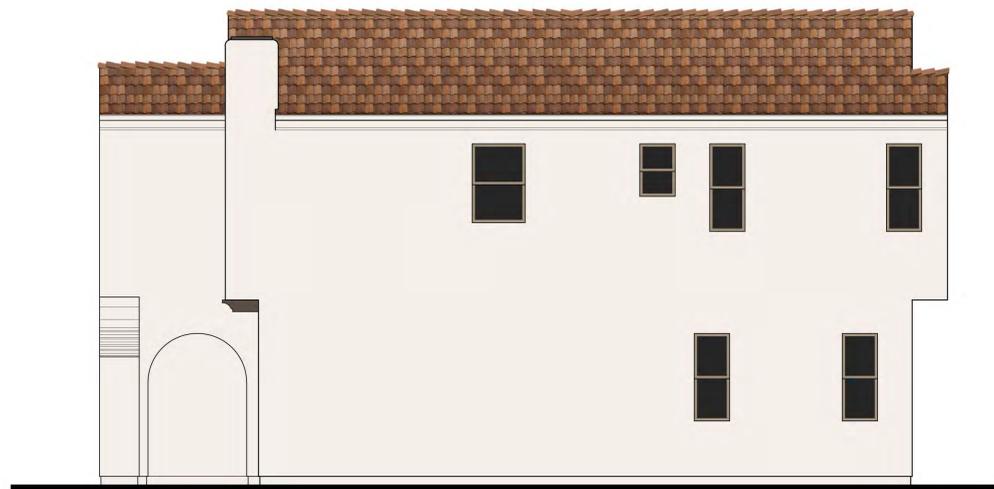
SPANISH  
1/4"=1'-0"



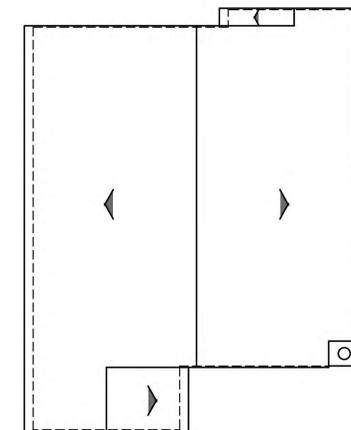
LEFT

**MATERIAL LEGEND**

- A. LOW PITCH 'S' TILE ROOF
- B. STUCCO
- C. RECESSED WINDOWS
- D. SHAPED CORBELS
- E. DECORATIVE METAL
- F. DECORATIVE SHUTTER
- G. DECORATIVE GABLE ENDS
- H. SHAPED WING WALLS
- I. DECORATIVE FINIAL / END CAP
- J. CAST CONCRETE MOLDING (FRONT ONLY)
- K. ROLL-UP GARAGE DOOR



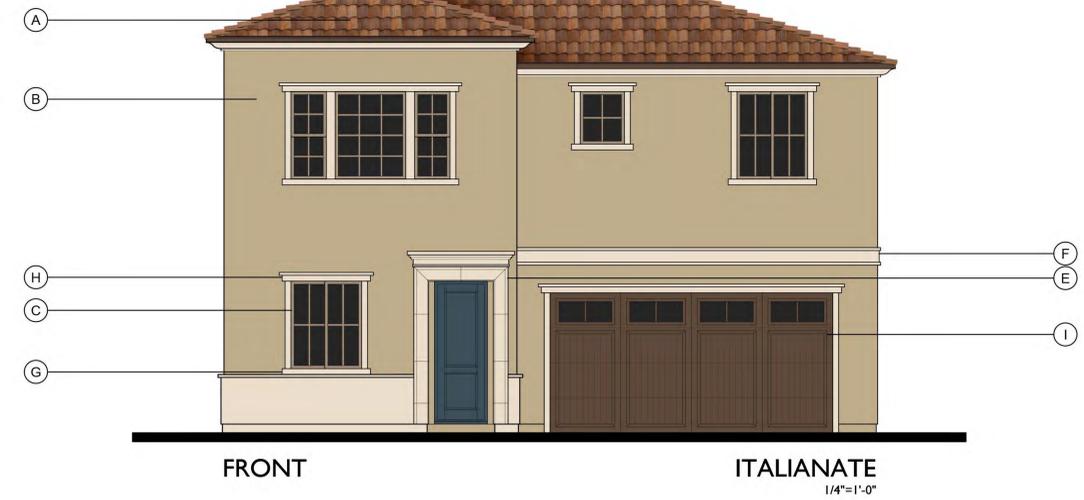
RIGHT



**ROOF PLAN** A  
 PITCH: 3.5:12  
 RAKE: TIGHT  
 EAVE: 12"  
 ROOF MATERIAL: CONCRETE "S" TILE



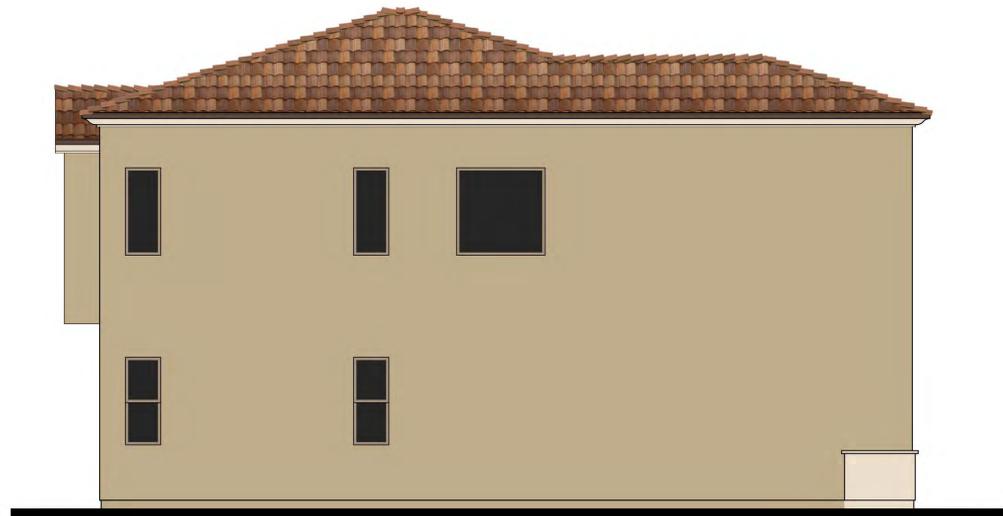
REAR



FRONT

ITALIANATE  
1/4"=1'-0"

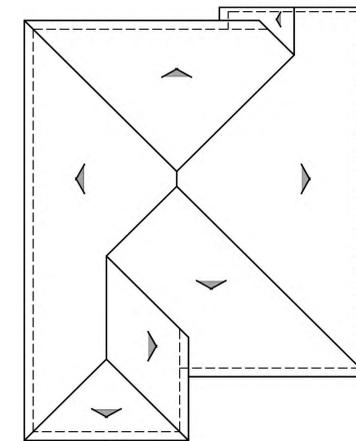
- MATERIAL LEGEND**
- A. LOW PITCH 'S' TILE ROOF
  - B. STUCCO
  - C. RECESSED WINDOWS
  - D. DECORATIVE SHUTTER
  - E. CAST CONCRETE SURROUND
  - F. STUCCO BANDING
  - G. CAST CONCRETE SILL (FRONT ONLY)
  - H. CAST CONCRETE TRIM (FRONT ONLY)
  - I. ROLL-UP GARAGE DOOR



LEFT



RIGHT



ROOF PLAN

B

PITCH: 4:12  
RAKE: 6"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE "S" TILE

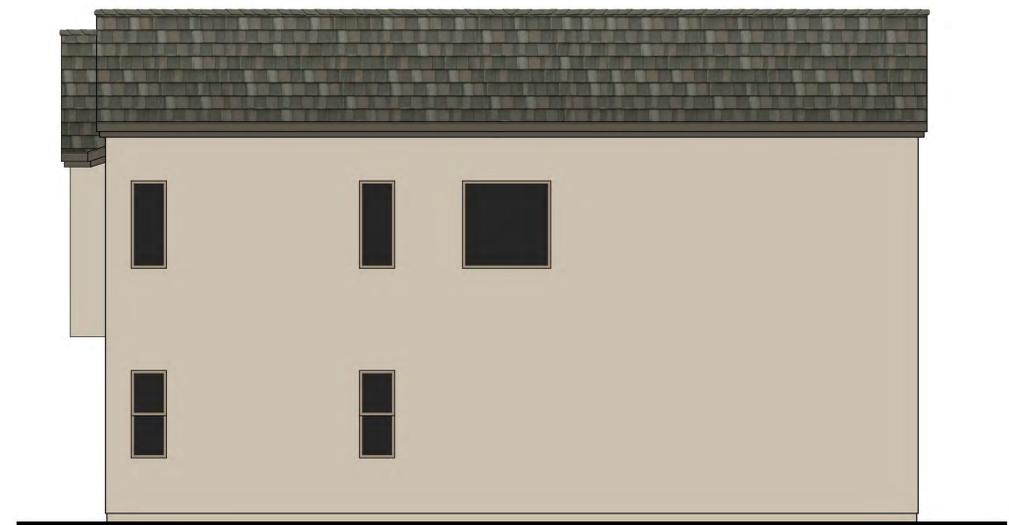


REAR



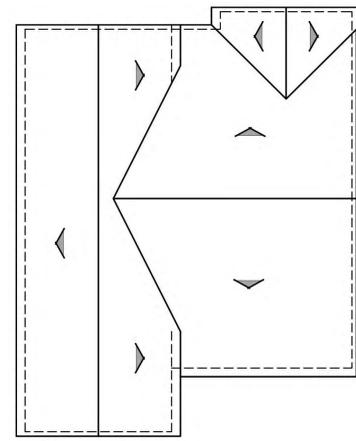
FRONT

FRENCH COUNTRY  
1/4"=1'-0"



LEFT

- MATERIAL LEGEND**
- A. HIGH PITCH TILE ROOF
  - B. STUCCO
  - C. ARCHED WINDOWS
  - D. SHAPED CORBELS
  - E. STONE SURROUND
  - F. DECORATIVE SHUTTER
  - G. DECORATIVE GABLE ENDS
  - H. DECORATIVE DORMERS
  - I. WOOD CORBELS
  - J. WOOD POST
  - K. ROLL-UP GARAGE DOOR



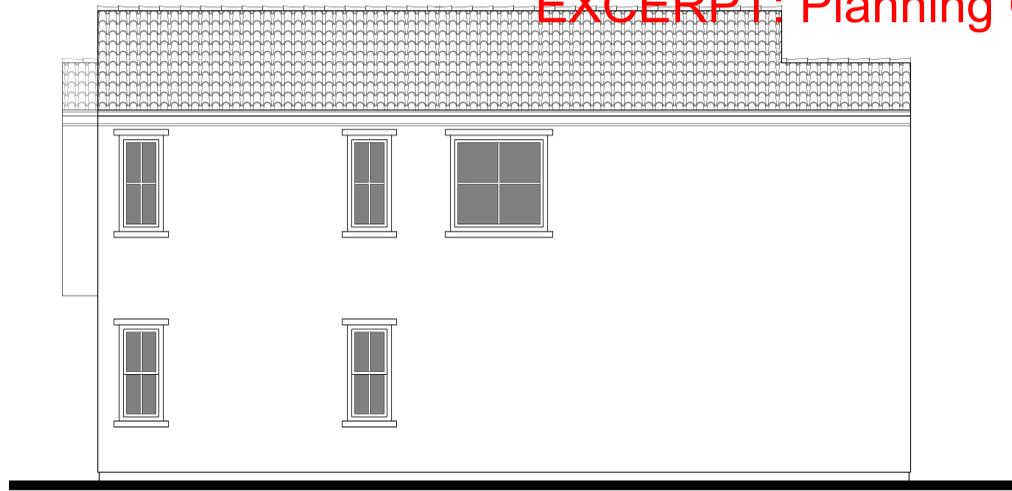
ROOF PLAN

C

PITCH: 4:12 U.N.O  
RAKE: 6"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE FLAT TILE



RIGHT



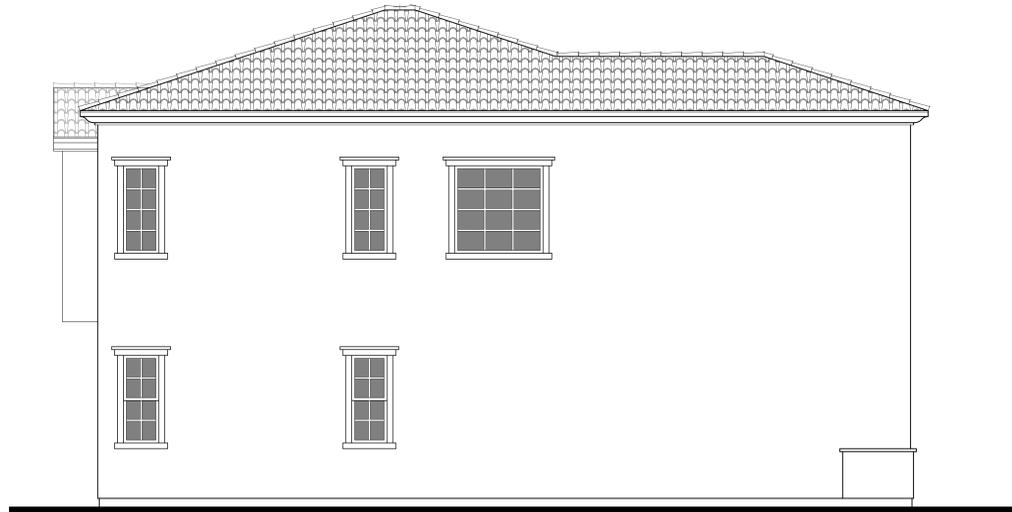
LEFT - ENHANCED

SPANISH



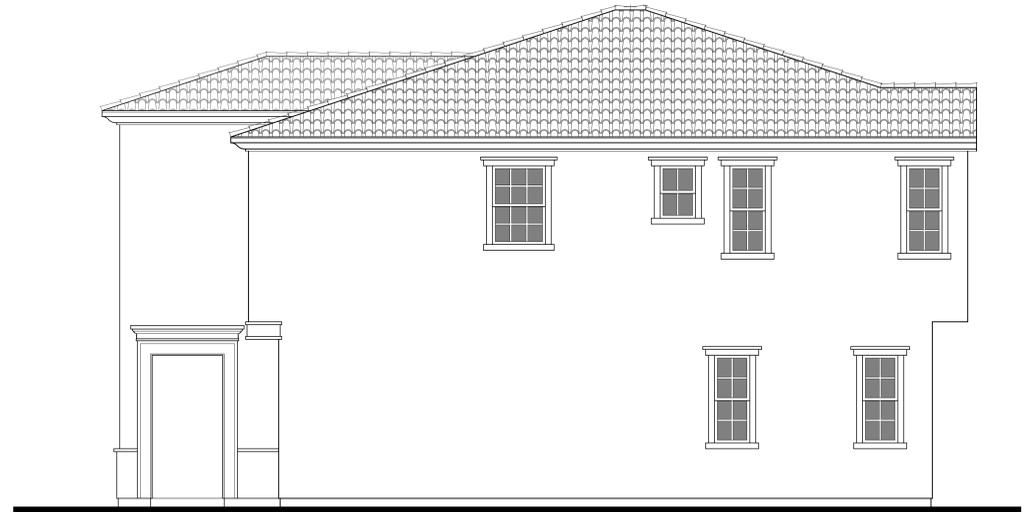
RIGHT - ENHANCED

SPANISH



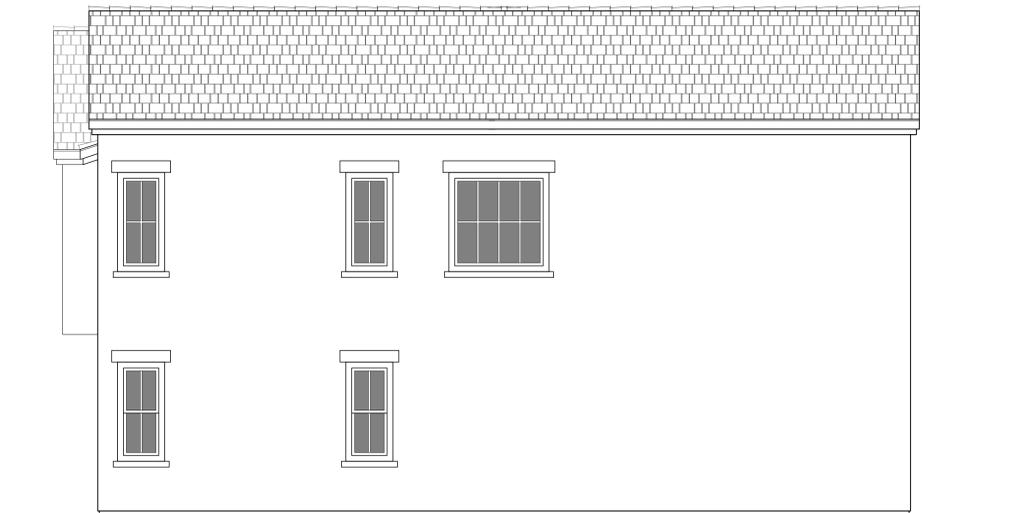
LEFT - ENHANCED

ITALIANATE



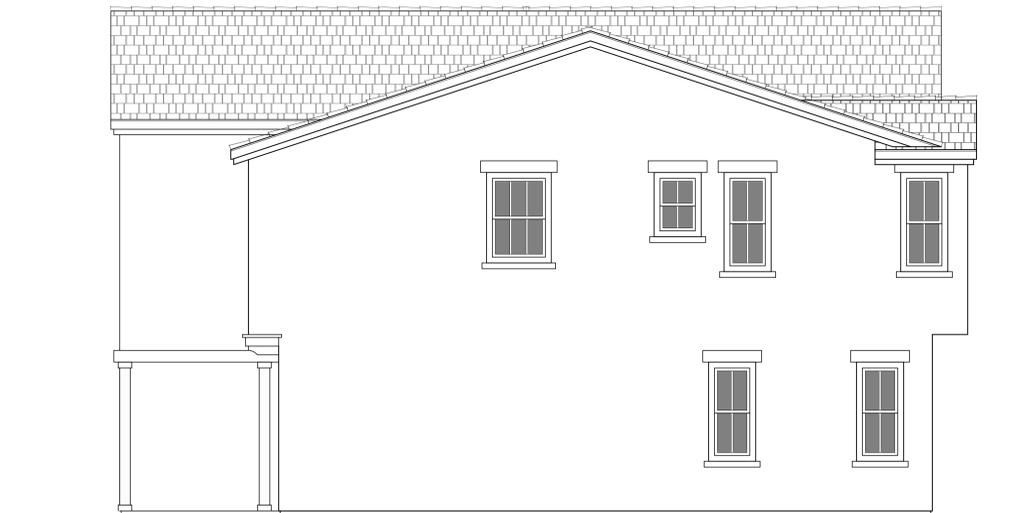
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ITALIANATE



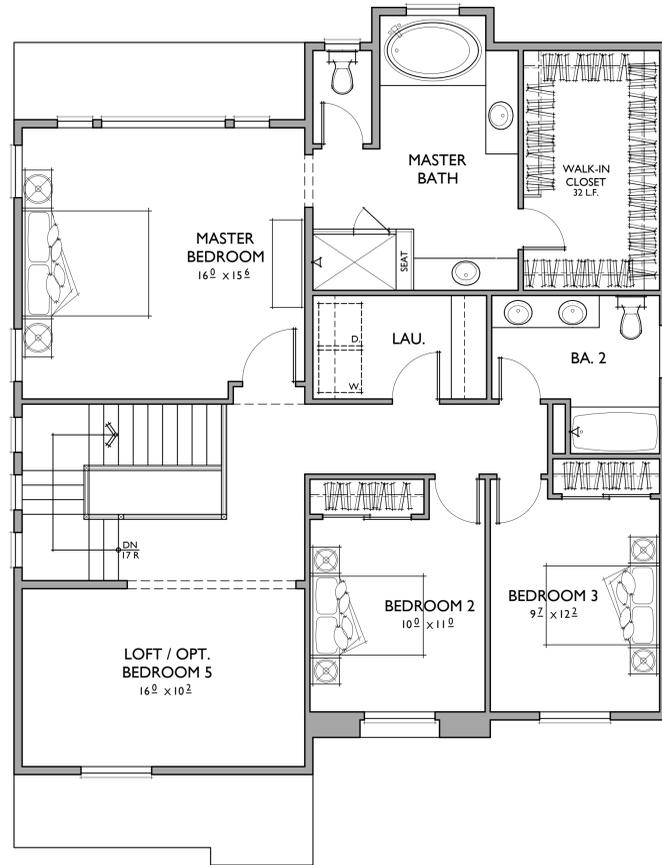
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FRENCH COUNTRY

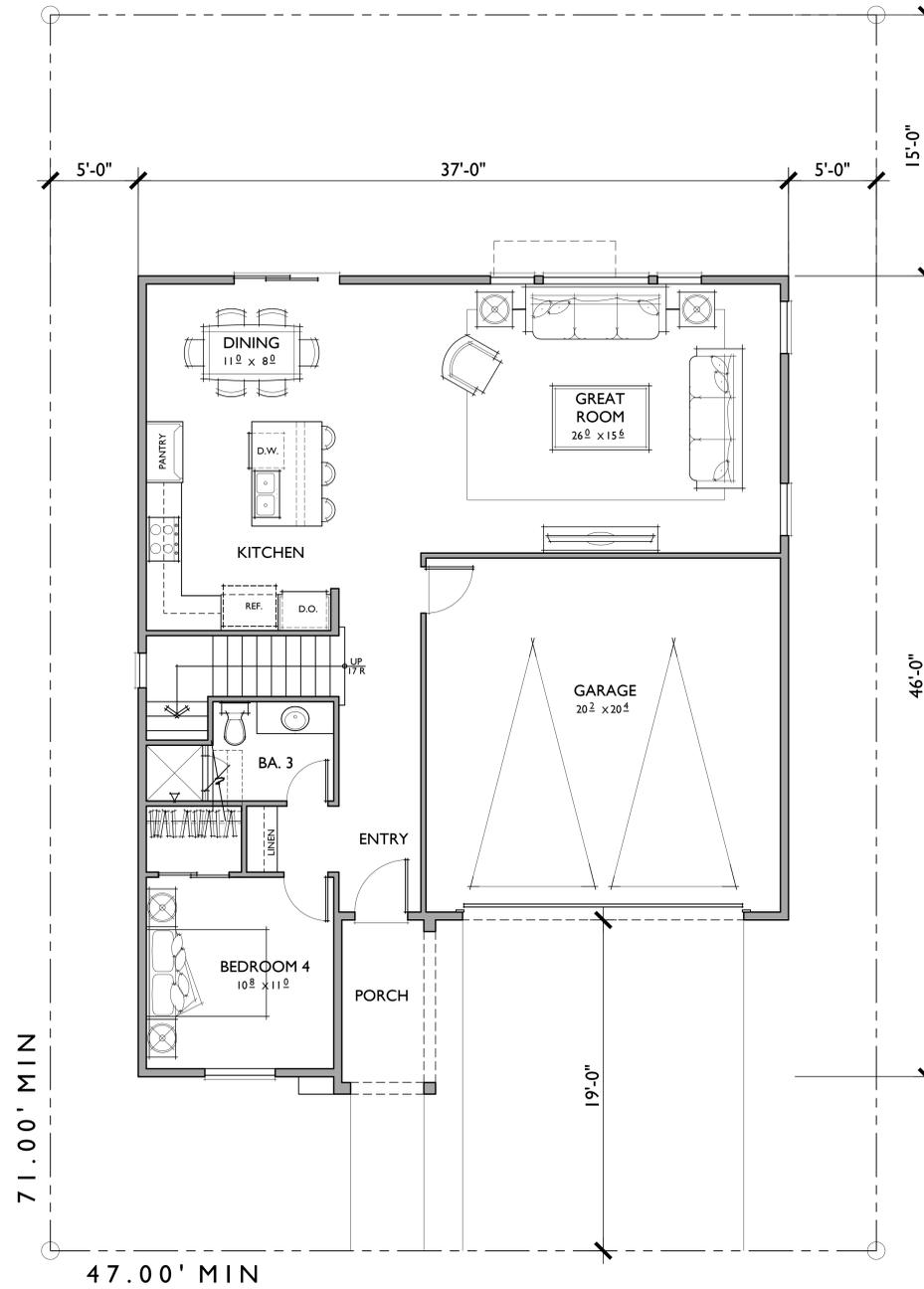


RIGHT - ENHANCED

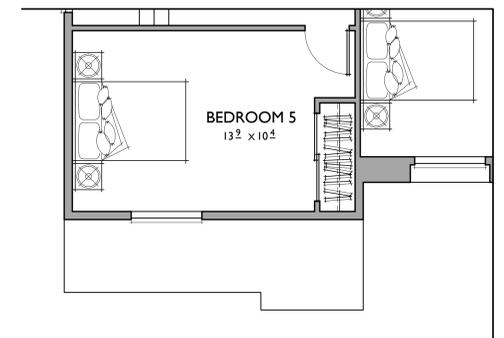
FRENCH COUNTRY



SECOND FLOOR



FIRST FLOOR

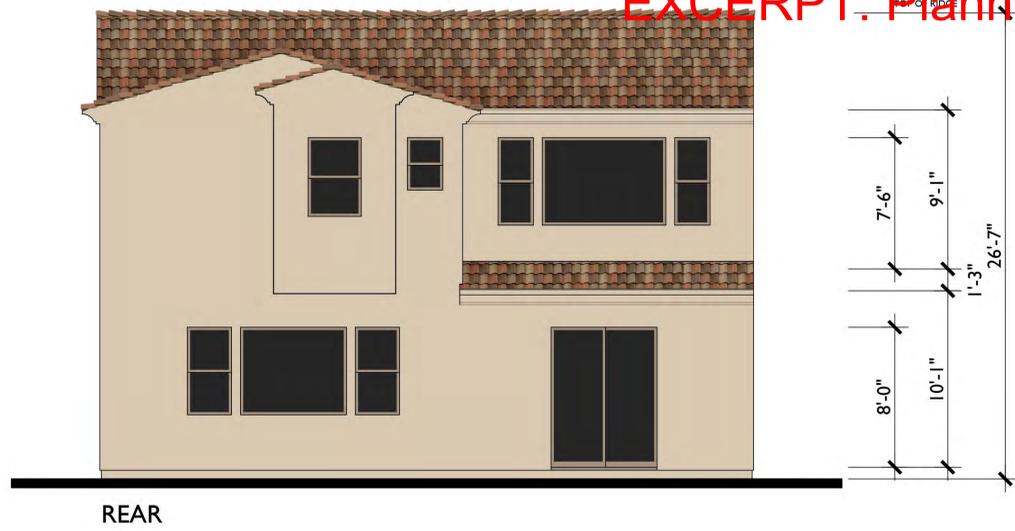


OPT. BEDROOM 5  
AT LOFT

**PLAN 2**  
4 BEDROOMS / 3 BATHS + LOFT / OPT. BEDROOM 5  
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,044 SQ. FT.
2ND FLOOR	1,330 SQ. FT.
<b>TOTAL LIVING</b>	<b>2,374 S.F.</b>
2 - CAR GARAGE	429 SQ. FT.
PORCH	48 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



REAR



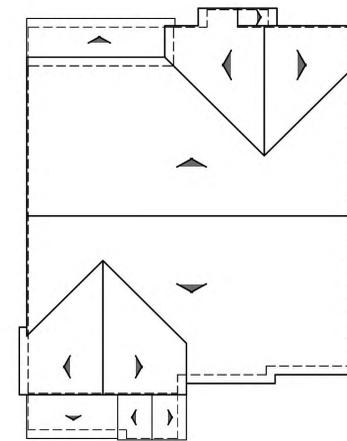
FRONT

SPANISH  
1/4"=1'-0"



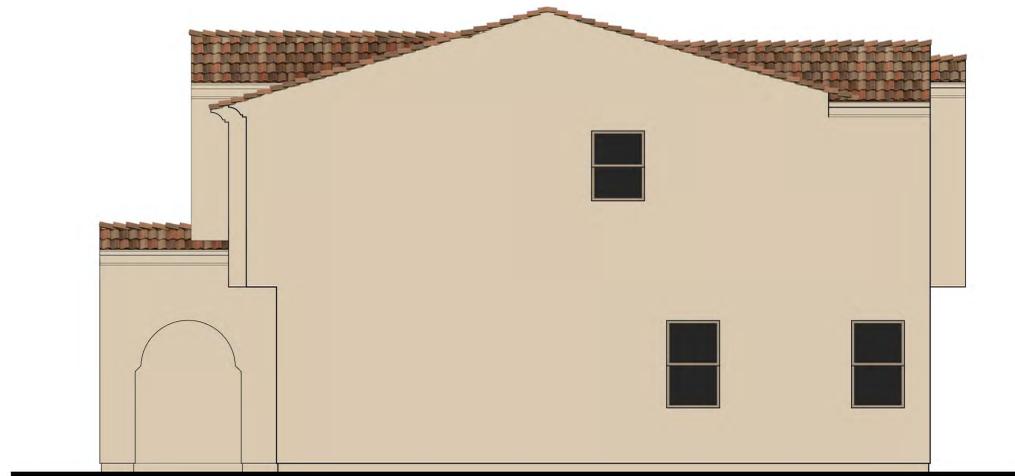
LEFT

- MATERIAL LEGEND**
- A. LOW PITCH 'S' TILE ROOF
  - B. STUCCO
  - C. RECESSED WINDOWS
  - D. SHAPED CORBELS
  - E. DECORATIVE METAL
  - F. DECORATIVE SHUTTER
  - G. DECORATIVE GABLE ENDS
  - H. SHAPED WING WALLS
  - I. DECORATIVE FINIAL / END CAP
  - J. CAST CONCRETE MOLDING (FRONT ONLY)
  - K. ROLL-UP GARAGE DOOR



ROOF PLAN A

PITCH: 3.5:12  
RAKE: TIGHT  
EAVE: 12"  
ROOF MATERIAL: CONCRETE "S" TILE



RIGHT



REAR



FRONT

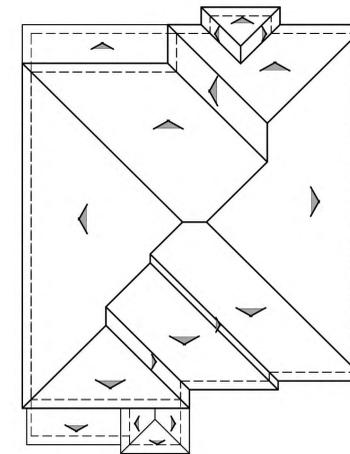
ITALIANATE  
1/4"=1'-0"



LEFT

**MATERIAL LEGEND**

- A. LOW PITCH 'S' TILE ROOF
- B. STUCCO
- C. RECESSED WINDOWS
- D. DECORATIVE SHUTTER
- E. CAST CONCRETE SURROUND
- F. STUCCO BANDING
- G. CAST CONCRETE SILL (FRONT ONLY)
- H. CAST CONCRETE TRIM (FRONT ONLY)
- I. ROLL-UP GARAGE DOOR



ROOF PLAN

B

PITCH: 4:12  
RAKE: 6"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE "S" TILE



RIGHT



REAR



FRONT

FRENCH COUNTRY  
1/4"=1'-0"

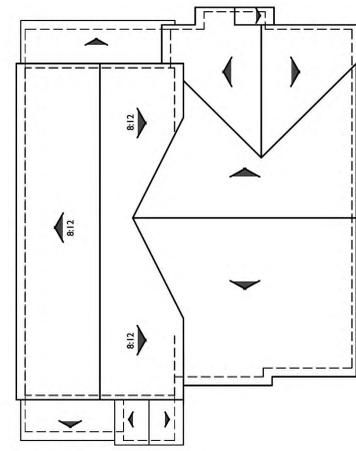
- MATERIAL LEGEND**
- A. HIGH PITCH TILE ROOF
  - B. STUCCO
  - C. ARCHED WINDOWS
  - D. SHAPED CORBELS
  - E. STONE SURROUND
  - F. DECORATIVE SHUTTER
  - G. DECORATIVE GABLE ENDS
  - H. DECORATIVE DORMERS
  - I. WOOD CORBELS
  - J. WOOD POST
  - K. ROLL-UP GARAGE DOOR



LEFT

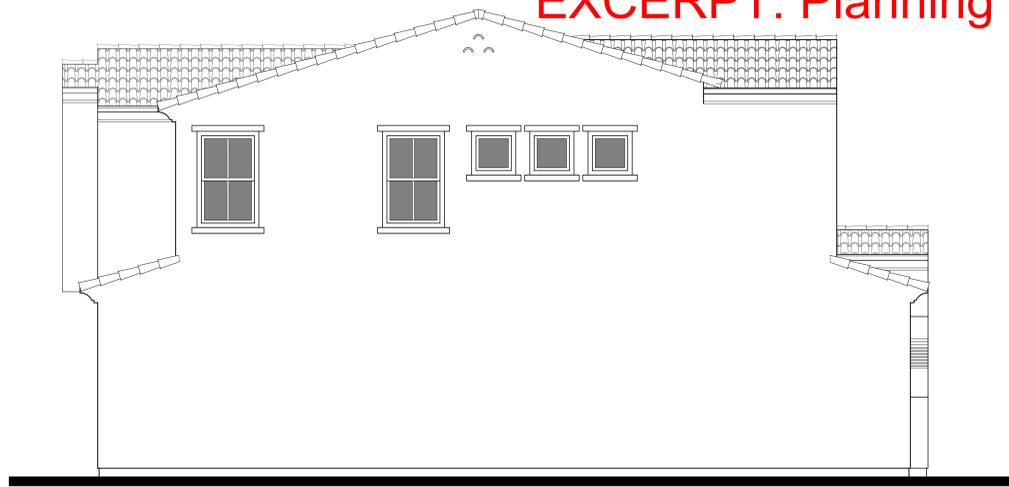


RIGHT



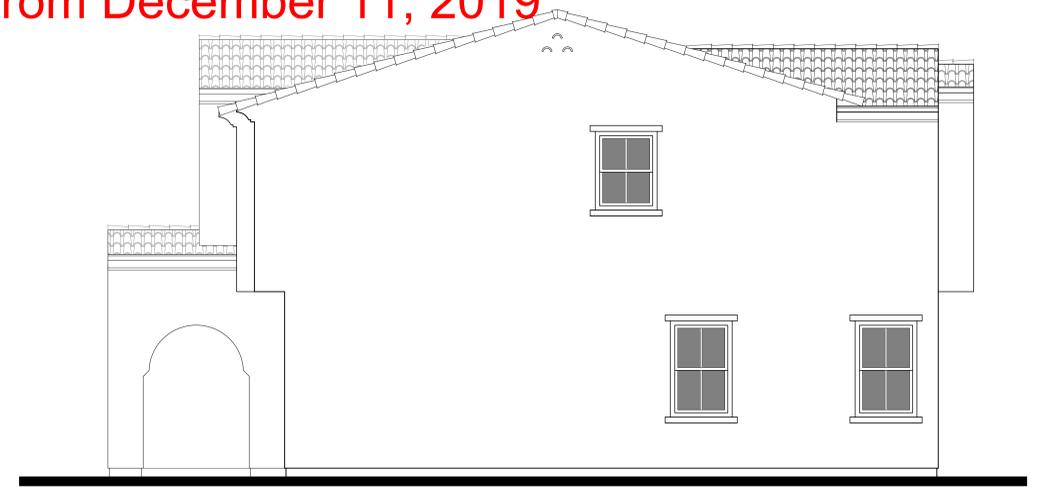
**ROOF PLAN** C  
 PITCH: 4:12 U.N.O  
 RAKE: 6"  
 EAVE: 12"  
 ROOF MATERIAL: CONCRETE FLAT TILE  
 1/8"=1'-0"

EXCERPT: Planning Commission Packet from December 11, 2019



LEFT - ENHANCED

SPANISH



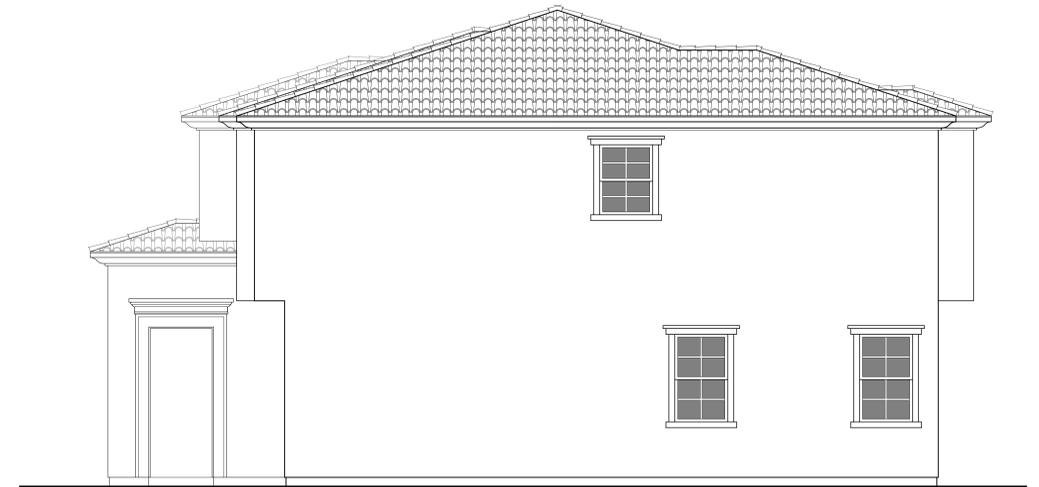
RIGHT - ENHANCED

SPANISH



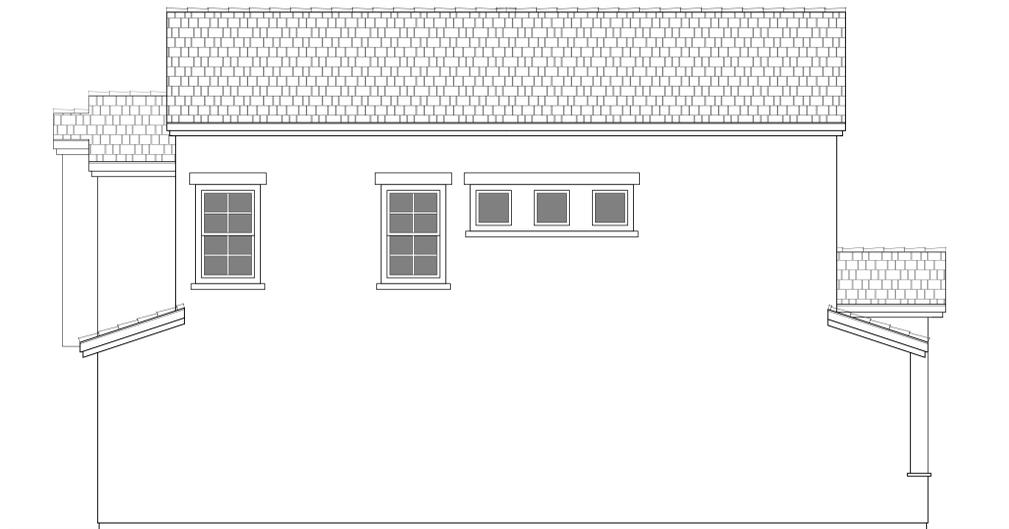
LEFT - ENHANCED

ITALIANATE



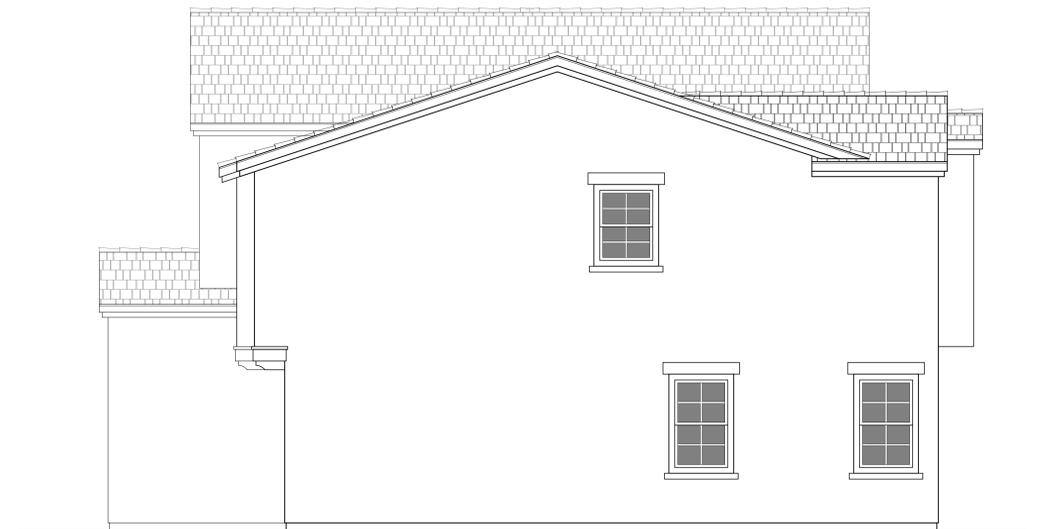
RIGHT - ENHANCED

ITALIANATE



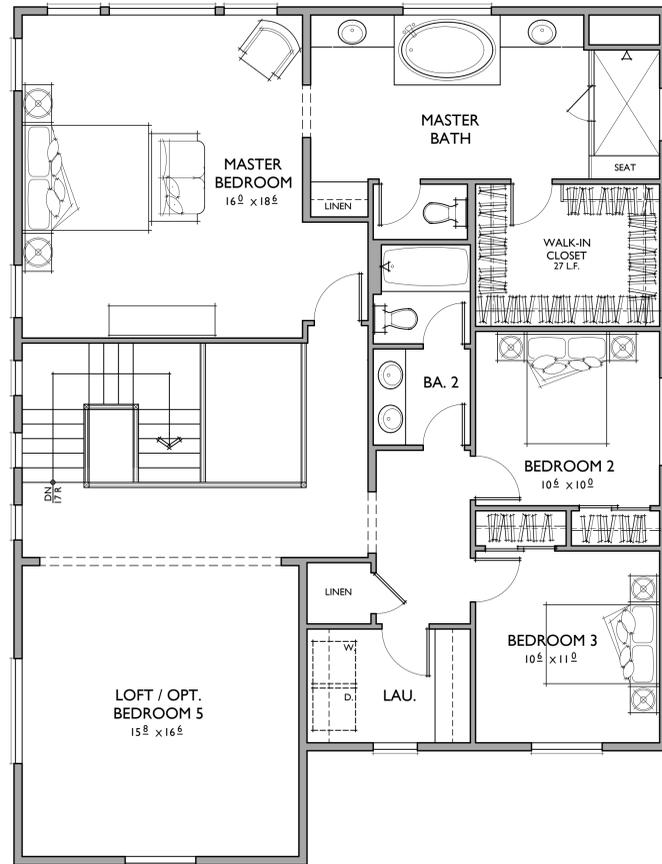
LEFT - ENHANCED

FRENCH COUNTRY

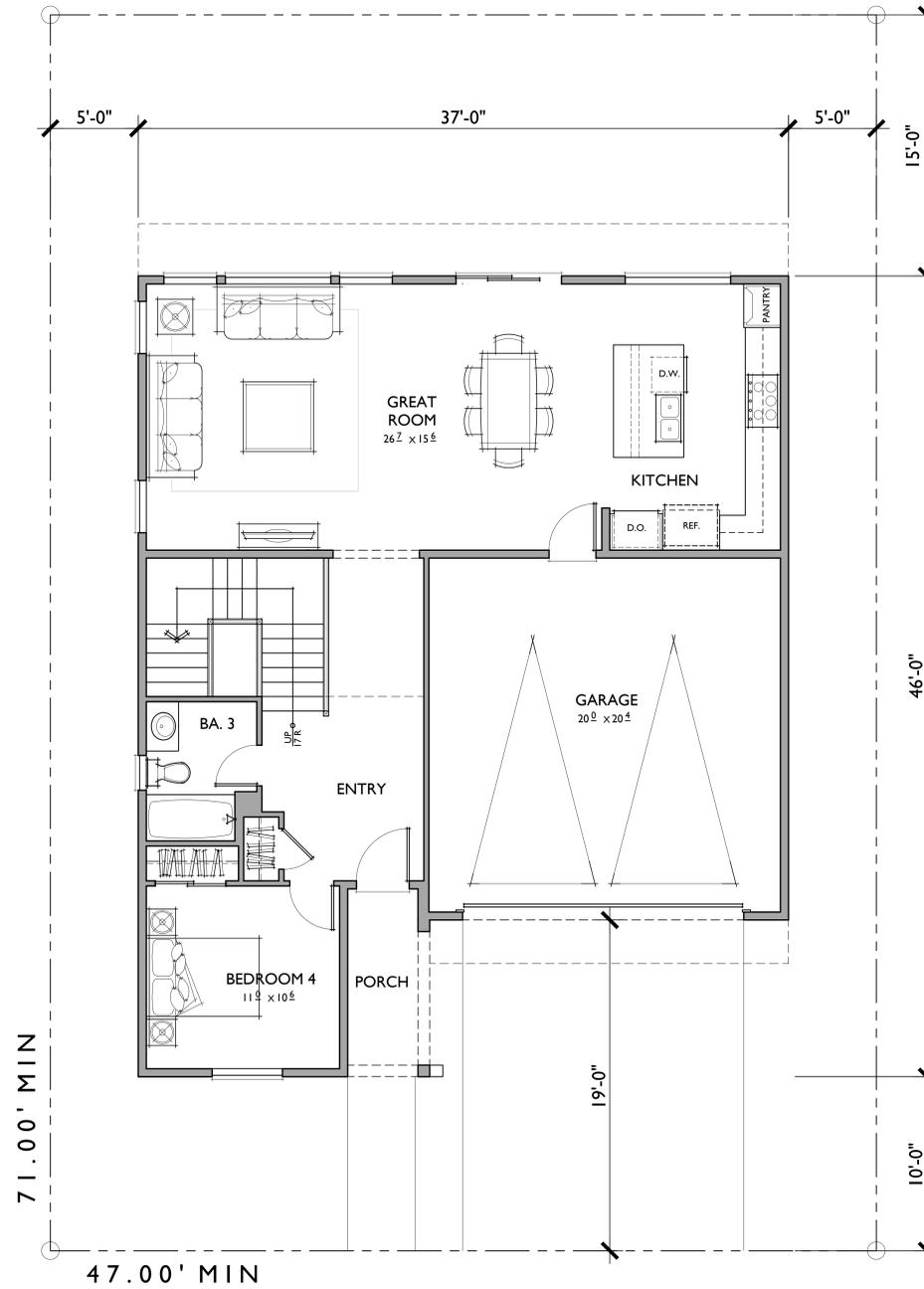


RIGHT - ENHANCED

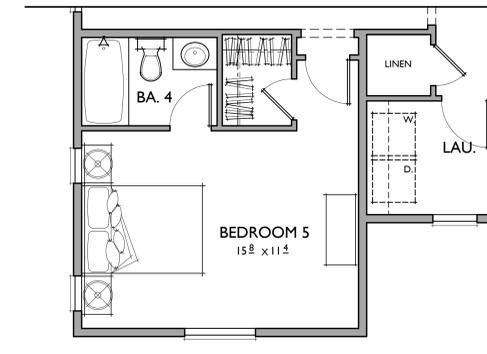
FRENCH COUNTRY



SECOND FLOOR



FIRST FLOOR

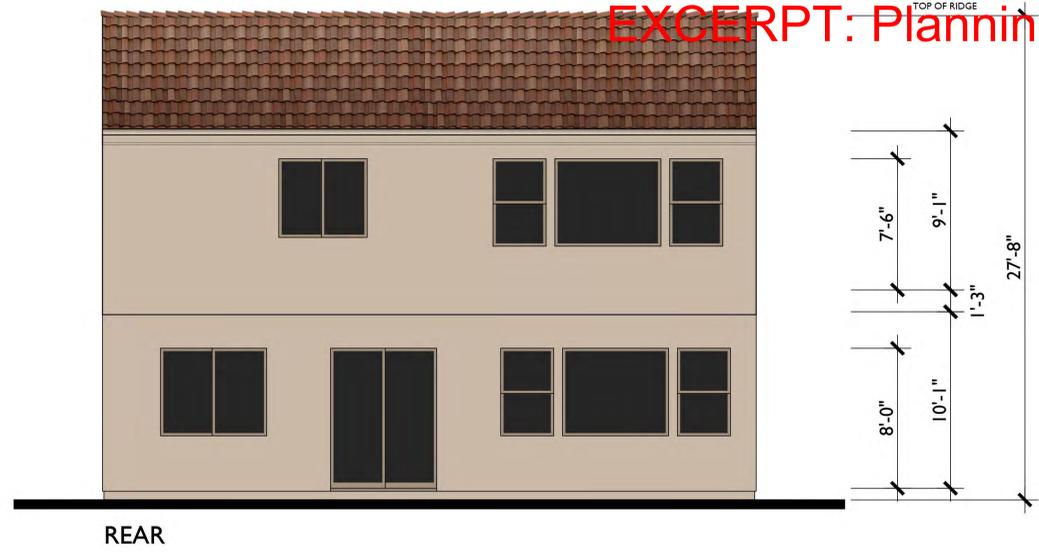


OPT. BEDROOM 5 / BATH 4  
AT LOFT

**PLAN 3**  
4 BEDROOMS / 3 BATHS + LOFT / OPT.  
BEDROOM 5 / BATH 4  
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,043 SQ. FT.
2ND FLOOR	1,548 SQ. FT.
<b>TOTAL LIVING</b>	<b>2,591 S.F.</b>
2 - CAR GARAGE	426 SQ. FT.
PORCH	49 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



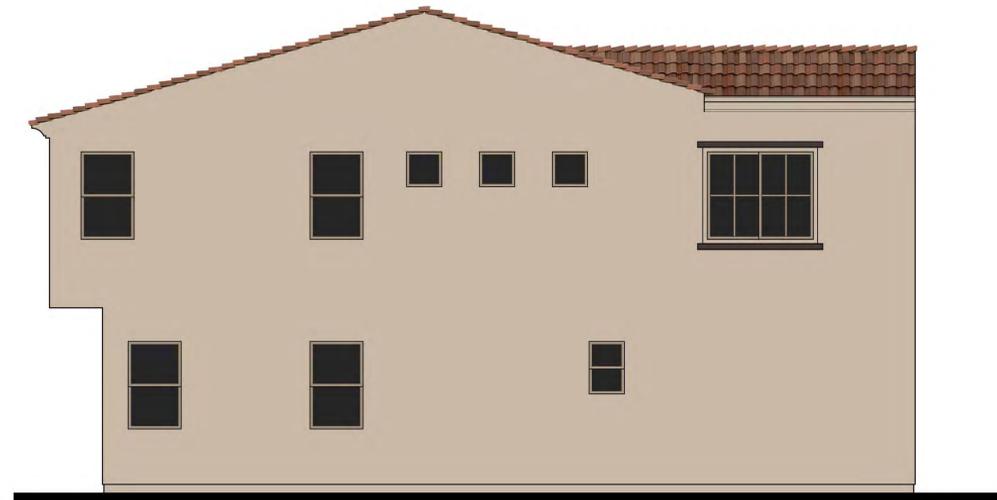
REAR



FRONT

SPANISH  
1/4"=1'-0"

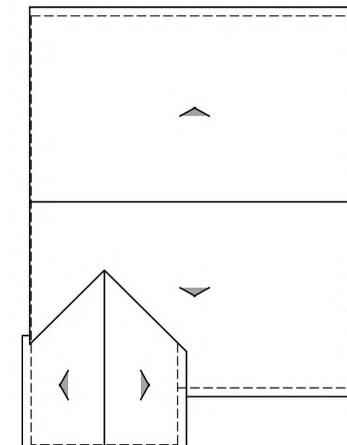
- MATERIAL LEGEND**
- A. LOW PITCH 'S' TILE ROOF
  - B. STUCCO
  - C. RECESSED WINDOWS
  - D. SHAPED CORBELS
  - E. DECORATIVE METAL
  - F. DECORATIVE SHUTTER
  - G. DECORATIVE GABLE ENDS
  - H. SHAPED WING WALLS
  - I. DECORATIVE FINIAL / END CAP
  - J. CAST CONCRETE MOLDING (FRONT ONLY)
  - K. ROLL-UP GARAGE DOOR



LEFT



RIGHT



**ROOF PLAN** A  
 PITCH: 3.5:12  
 RAKE: TIGHT  
 EAVE: 12"  
 ROOF MATERIAL: CONCRETE "S" TILE  
 1/8"=1'-0"



REAR



FRONT

ITALIANATE  
1/4"=1'-0"

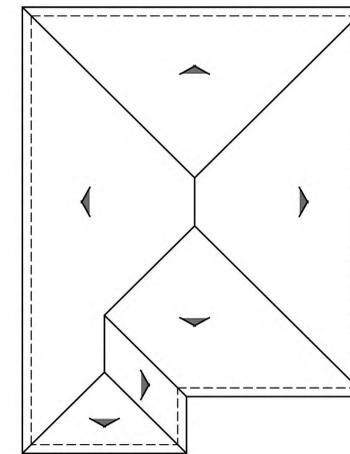
- MATERIAL LEGEND**
- A. LOW PITCH 'S' TILE ROOF
  - B. STUCCO
  - C. RECESSED WINDOWS
  - D. DECORATIVE SHUTTER
  - E. CAST CONCRETE SURROUND
  - F. STUCCO BANDING
  - G. CAST CONCRETE SILL (FRONT ONLY)
  - H. CAST CONCRETE TRIM (FRONT ONLY)
  - I. ROLL-UP GARAGE DOOR



LEFT



RIGHT



ROOF PLAN

B

PITCH: 4:12  
RAKE: 12"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE "S" TILE

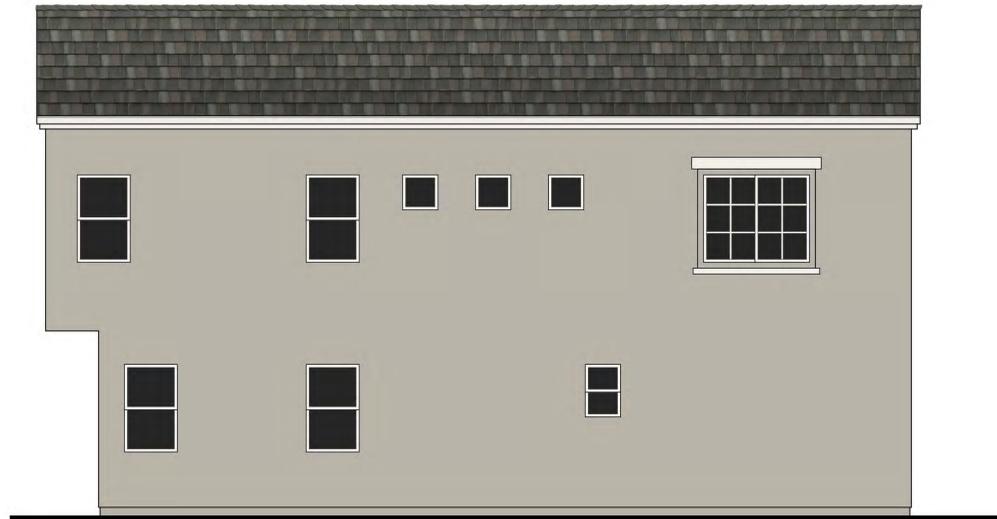


REAR



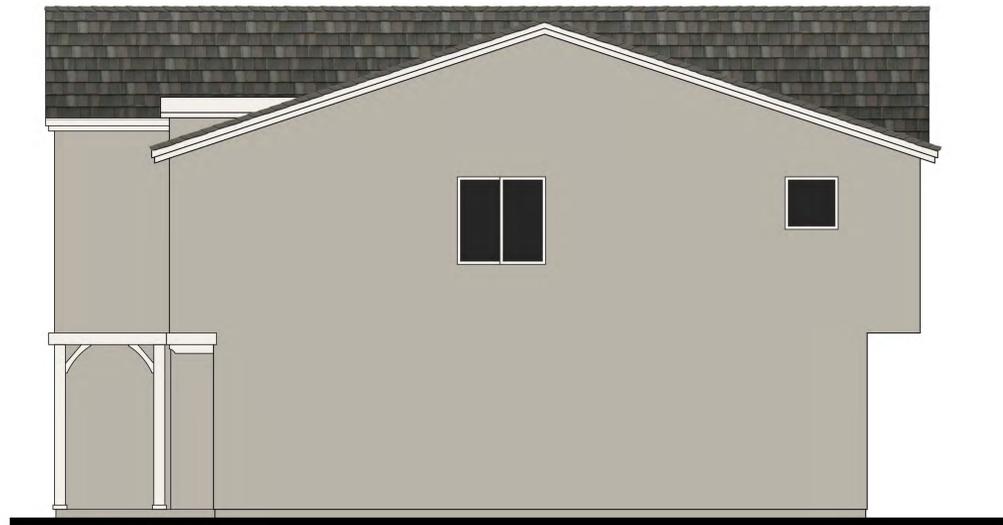
FRONT

FRENCH COUNTRY  
1/4"=1'-0"

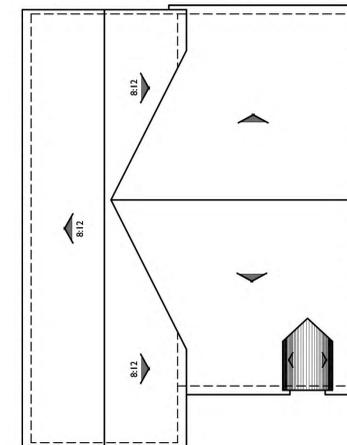


LEFT

- MATERIAL LEGEND**
- A. HIGH PITCH TILE ROOF
  - B. STUCCO
  - C. ARCHED WINDOWS
  - D. SHAPED CORBELS
  - E. STONE SURROUND
  - F. DECORATIVE SHUTTER
  - G. DECORATIVE GABLE ENDS
  - H. DECORATIVE DORMERS
  - I. WOOD CORBELS
  - J. WOOD POST
  - K. ROLL-UP GARAGE DOOR

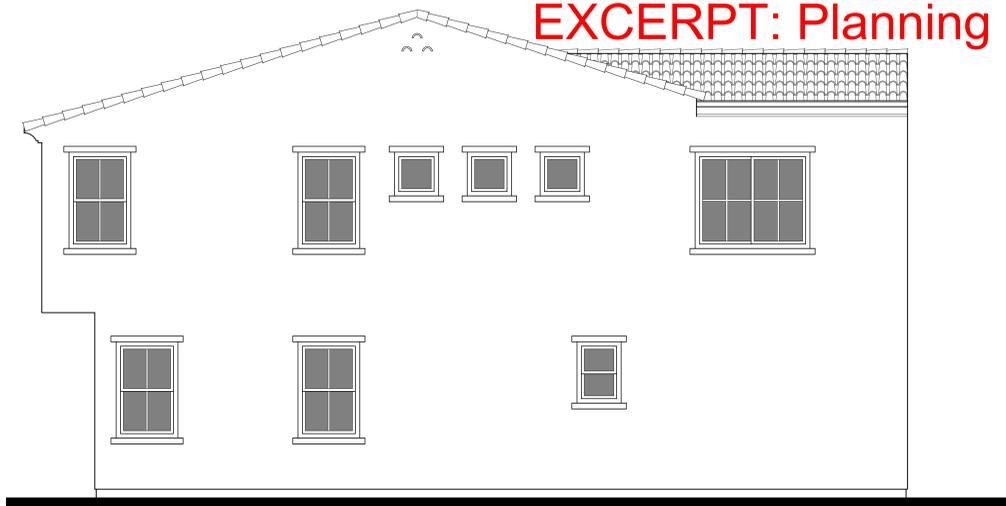


RIGHT



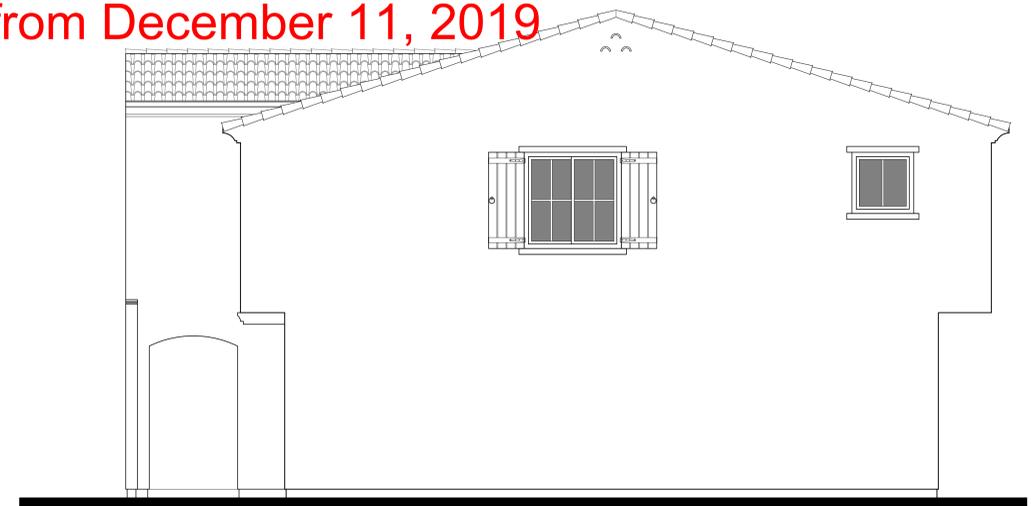
ROOF PLAN C

PITCH: 4:12 U.N.O  
RAKE: 6"  
EAVE: 12"  
ROOF MATERIAL: CONCRETE FLAT TILE



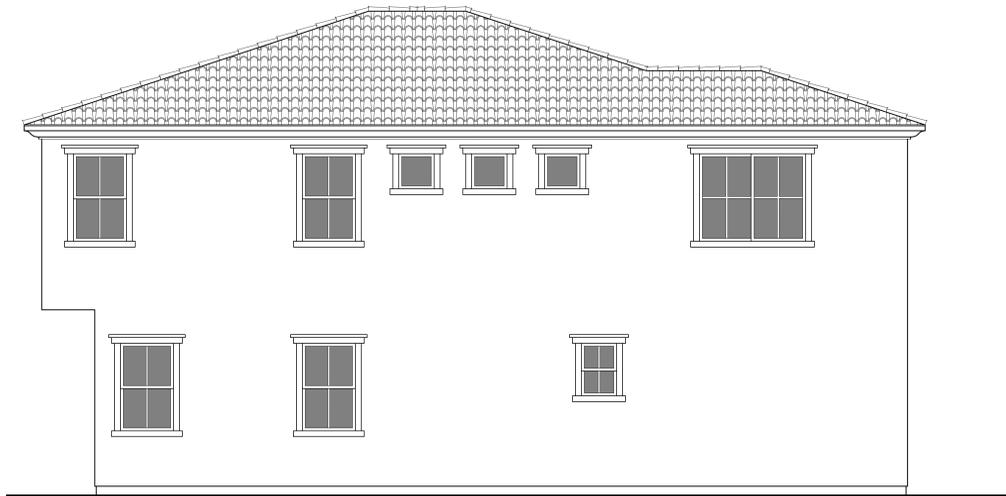
LEFT - ENHANCED

SPANISH



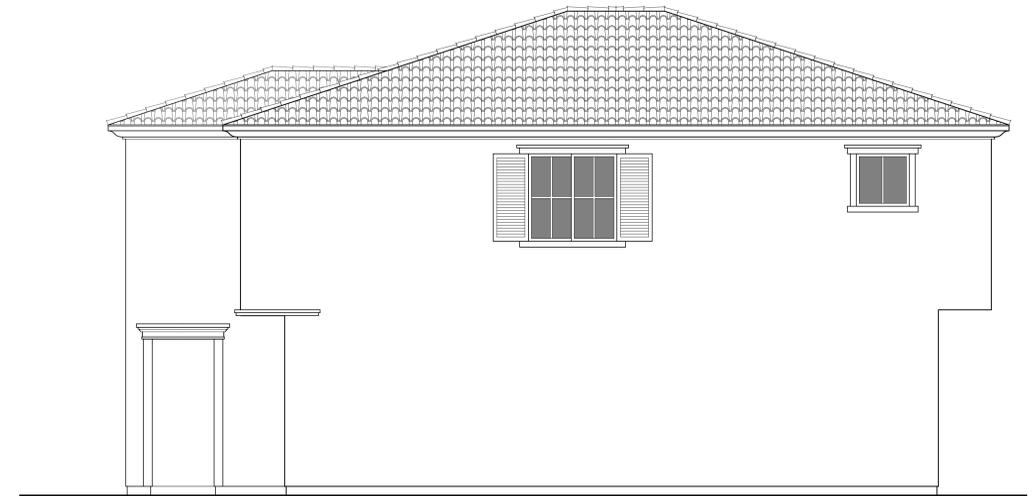
RIGHT - ENHANCED

SPANISH



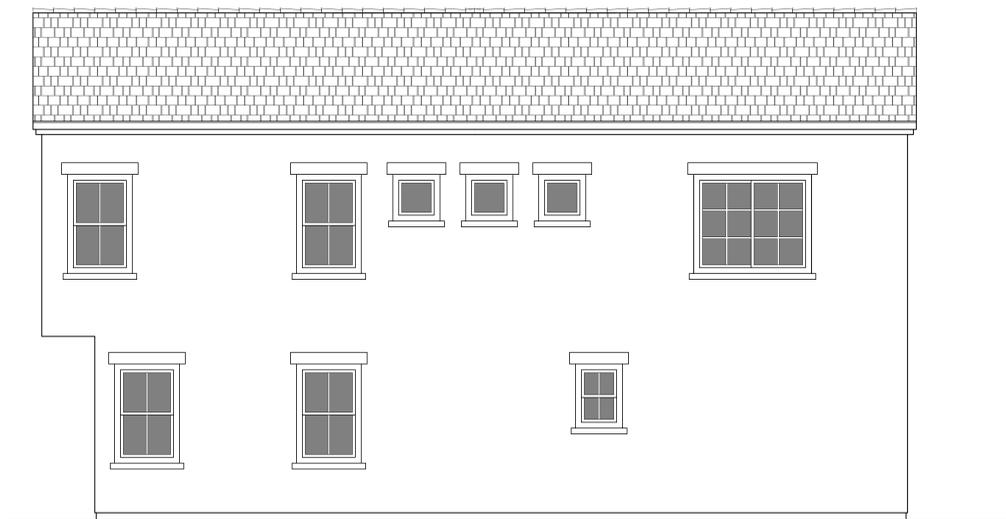
LEFT - ENHANCED

ITALIANATE



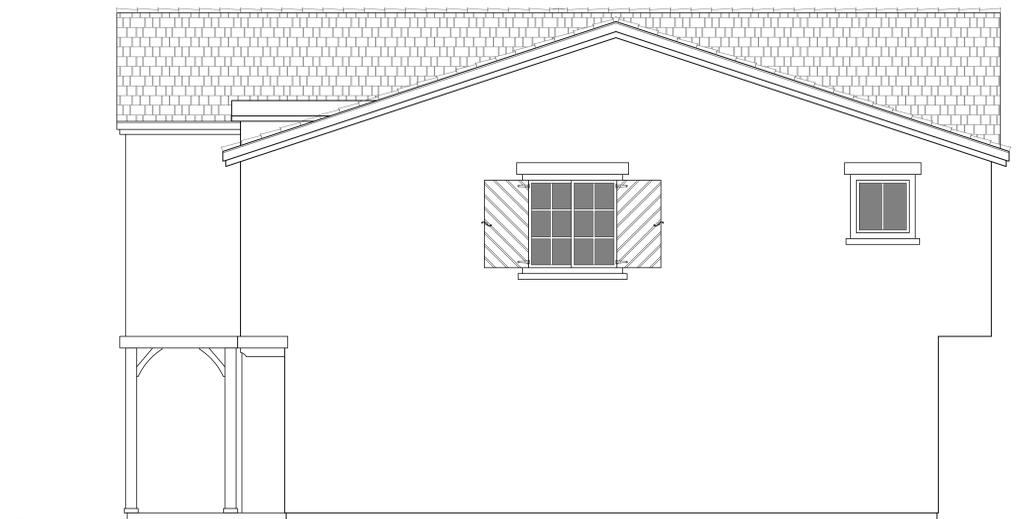
RIGHT - ENHANCED

ITALIANATE



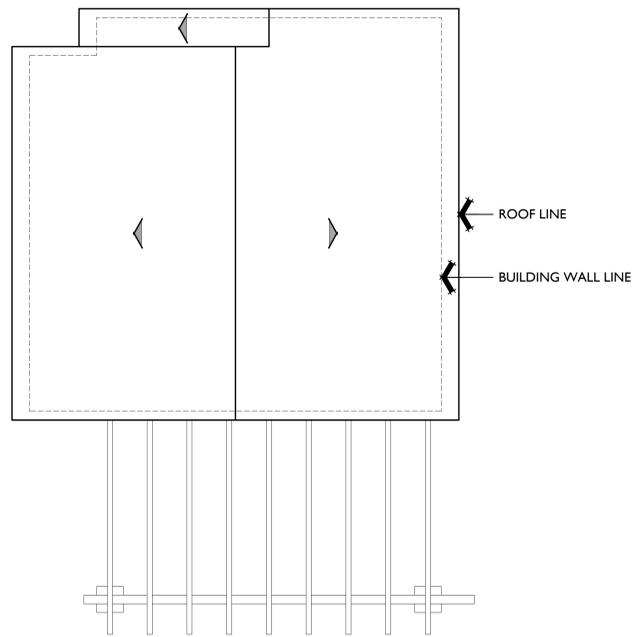
LEFT - ENHANCED

FRENCH COUNTRY



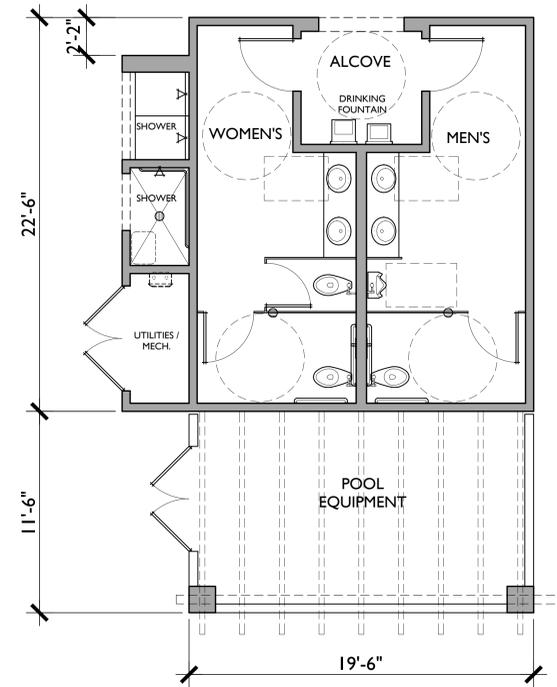
RIGHT - ENHANCED

FRENCH COUNTRY



ROOF PLAN

PITCH: 4.5:12  
 RAKE: 6"  
 EAVE: 12"  
 ROOF MATERIAL: CONCRETE 'S' TILE



FLOOR PLAN

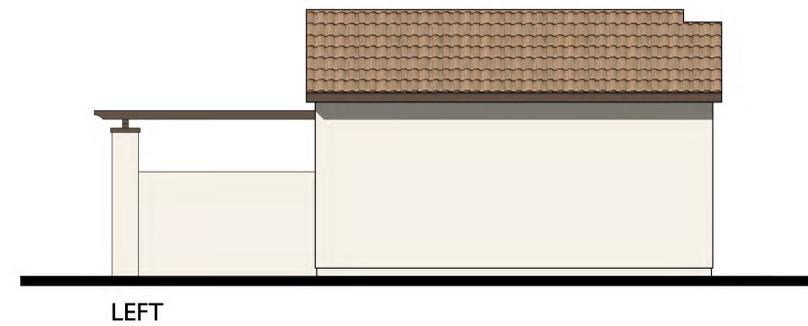
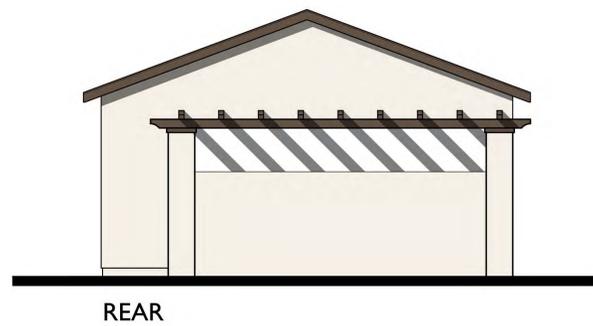
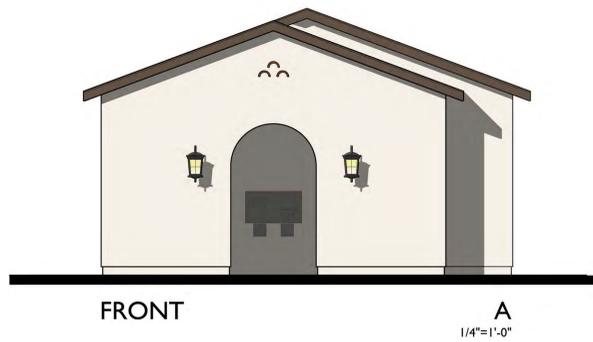
**POOL BUILDING**

516 SQ. FT.

**FLOOR AREA TABLE**

RESTROOM	389 SQ. FT.
MECH. / WH CLOSET	31 SQ. FT.
SHOWERS	46 SQ. FT.
ALCOVE	50 SQ. FT.
TOTAL	516 SQ. FT.
POOL EQUIPMENT	224 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



## **Exhibit G – Open Space Plan**







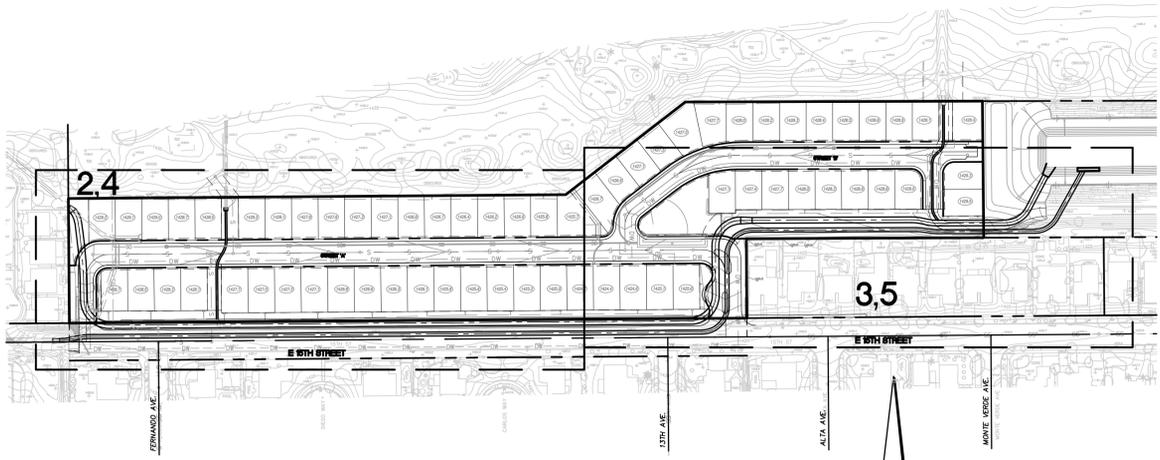
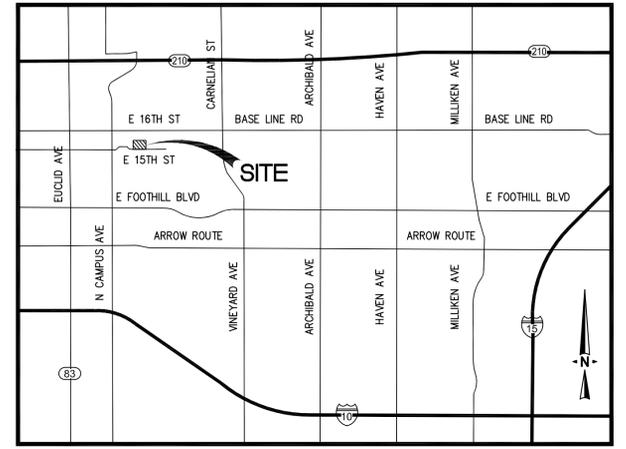
## **Exhibit H – Storm Drain Plans**



**GENERAL NOTE FOR STORM DRAIN**

- ALL WORK CALLED FOR ON THE PLANS SHALL BE IN COMPLIANCE WITH CURRENT CITY OF UPLAND STANDARD SPECIFICATIONS, ADOPTED BY CITY COUNCIL AND THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, CURRENT EDITION, UNLESS OTHERWISE NOTED ON THE PLANS OR IN THE SPECIAL PROVISIONS FOR THIS PROJECT.
- THE CONTRACTOR SHALL OPERATE IN A MANNER COMPLIANT WITH ALL APPLICABLE SECTIONS OF THE UPLAND MUNICIPAL CODE AND CITY COUNCIL RESOLUTIONS.
- THE CONTRACTOR, BEFORE UNDERTAKING ANY GRADING OR CONSTRUCTION WORK OF ANY TYPE WITHIN THE PUBLIC RIGHT OF WAY, MUST FIRST OBTAIN A CONSTRUCTION PERMIT FROM THE PUBLIC WORKS DEPARTMENT, DEVELOPMENT SERVICES DIVISION.
- THE CONTRACTOR, BEFORE UNDERTAKING ANY GRADING OR CONSTRUCTION WORK OF ANY TYPE WITHIN THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT RIGHT-OF-WAY, MUST FIRST OBTAIN A CONSTRUCTION PERMIT FROM THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT.
- A TEMPORARY STREET CLOSURE PERMIT FROM THE PUBLIC WORKS DEPARTMENT, TRANSPORTATION DIVISION, IS REQUIRED IN ALL CASES WHERE WORK WILL INTERFERE IN ANY WAY WITH VEHICULAR OR PEDESTRIAN TRAFFIC. THE CONTRACTOR IS ADVISED THAT CITY COUNCIL RESOLUTION NUMBER 1656, DEALING WITH PROMPT RESTORATION OF CITY STREETS AFFECTED BY CONSTRUCTION, AND CHAPTER 12.08 OF THE UPLAND MUNICIPAL CODE WILL BE ENFORCED IN ALL CASES WHERE THE PROVISIONS THEREOF ARE APPLICABLE.
- HAUL ROUTES MUST USE CITY-APPROVED TRUCK ROUTES AS SHOWN ON THE CITY TRUCK ROUTE MAP. A SEPARATE PERMIT IS REQUIRED FROM THE CITY'S TRANSPORTATION DIVISION.
- INSPECTION BY THE CITY OF THE WORK CALLED FOR ON THE PLANS SHALL NOT RELIEVE THE CONTRACTOR AND/OR DEVELOPER IN ANY WAY, OF THEIR OBLIGATION TO PERFORM WORK IN COMPLIANCE WITH PLANS AND SPECIFICATIONS.
- CONTRACTOR SHALL CONTACT THE CITY INSPECTOR, AND ALL OTHER PARTIES HAVING JURISDICTION REGARDING THE PROJECT, TO ARRANGE FOR A PRE-CONSTRUCTION MEETING A MINIMUM OF 2 WORKING DAYS PRIOR TO BEGINNING OF CONSTRUCTION.
- ANY ALTERATIONS OR VARIANCES FROM THE PLANS, EXCEPT MINOR ADJUSTMENTS IN THE FIELD TO MEET EXISTING CONDITIONS, SHALL BE REQUESTED IN WRITING, AND MAY NOT BE INSTITUTED UNTIL APPROVED BY THE CITY ENGINEER, OR HIS REPRESENTATIVES, ACTION SPECIFICALLY UPON HIS INSTRUCTIONS.
- ALL ELEVATIONS SHOWN ON THE PLANS SHALL BE ESTABLISHED FROM CITY OF UPLAND DATUM PLANE.
- THE CONTRACTOR SHALL RETAIN THE SERVICES OF A QUALIFIED CIVIL ENGINEER OR LAND SURVEYOR WHEN PROPOSED CONSTRUCTION REQUIRES DISTURBANCE OR REMOVAL OF CENTERLINE TIES OR OTHER SURVEY MONUMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PAYMENT FOR THE SERVICES TO REESTABLISH REMOVED OR DESTROYED SURVEY MONUMENTS.
- QUANTITIES, AS SHOWN ON THE PLANS, ARE ESTIMATED, AND THE CONTRACTOR IS ADVISED THAT FINAL QUANTITIES OF MATERIAL AND WORK IN PLACE MAY BE GREATER OR LESS THAN THOSE INDICATED ON THE PLANS.
- CONCRETE FACILITIES, WHICH WILL BE SUBJECT TO VEHICULAR TRAFFIC, SHALL BE BARRICADED AND NO VEHICULAR TRAFFIC SOONER THAN SEVEN DAYS AFTER PLACING WILL BE PERMITTED. WHEN THE CONTRACTOR FOR CONVENIENCE OF OPERATION SO DESIRES, CONCRETE CONTAINING EIGHT SACKS OF CEMENT PER CUBIC YARD MAY, AND SHALL, IF SO DIRECTED BY THE ENGINEER, BE USED. TRAFFIC WILL BE PERMITTED THEREON SEVENTY-TWO HOURS AFTER PLACING OF SAID EIGHT-SACK CONCRETE.
- ALL CONSTRUCTION OPERATIONS SHALL BE IN CONFORMANCE WITH THE REGULATIONS SET FORTH BY CAL-OSHA.
- CONTRACTOR SHALL SUBMIT A TRENCH SHORING PLAN TO THE CITY ENGINEER A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO ANY EXCAVATION FIVE FEET (5') OR GREATER IN DEPTH. IF THE PROPOSED TRENCH SHORING PLAN DEVIATES FROM THE STANDARDS SET FORTH BY THE DIVISION OF INDUSTRIAL SAFETY OF THE STATE OF CALIFORNIA, CONTRACTOR SHALL HAVE A REGISTERED CIVIL ENGINEER, LICENSED IN THE STATE OF CALIFORNIA, CERTIFY THE ADEQUACY OF THE PROPOSED TRENCH SHORING SYSTEM. CONTRACTOR SHALL ALSO OBTAIN A PERMIT FROM THE STATE DIVISION OF INDUSTRIAL SAFETY IN ACCORDANCE WITH SECTION 7-10.4.1 SAFETY ORDERS OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION. A COPY OF THE PERMIT SHALL BE SUBMITTED TO THE CITY ENGINEER PRIOR TO ANY EXCAVATION.
- AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION, CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AT (800) 422-4133 TO REQUEST THE UTILITY OWNERS TO MARK OR OTHERWISE INDICATE THE LOCATION OF THEIR SUBSURFACE FACILITIES. CONTRACTOR SHALL PROVIDE THE CITY ENGINEER, OR HIS REPRESENTATIVE, WITH TICKET NUMBER ISSUED. THE CONTRACTOR SHALL DETERMINE THE LOCATION AND DEPTH OF ALL UTILITIES, INCLUDING ALL SERVICE CONNECTIONS, WHICH HAVE BEEN MARKED BY THE RESPECTIVE OWNERS AND WHICH MAY AFFECT OR BE AFFECTED BY THE CONTRACTOR'S OPERATIONS. THE CONTRACTOR SHALL TAKE ALL NECESSARY MEASURES TO PROTECT ALL UTILITIES AND STRUCTURES LOCATED IN THE PROJECT VICINITY.
- PROTECT ALL UTILITIES, POLES, SIGNS, AND EXISTING IMPROVEMENTS IN PLACE UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR NOTED ON THE PLANS. WHERE RELOCATION OF THESE UTILITIES IS REQUIRED, THE CONTRACTOR SHALL COORDINATE CONSTRUCTION AS NECESSARY AND AS APPROVED.
- WHERE CLEARANCE BETWEEN UTILITIES AND THE STORM DRAIN IS LIMITED AND CRITICAL, THE CONTRACTOR SHALL ASSURE HIMSELF BEFORE CONSTRUCTION (BY POTHOLES OR OTHER MEANS) THAT HE WILL BE ABLE TO COMPLETE THE STORM DRAIN INSTALLATION TO THE LINES AND GRADES AS SHOWN ON THE PLANS. IN NO CASE WILL THE STORM DRAIN PIPE BE ALLOWED TO BE CONSTRUCTED WITH AN ADVERSE INVERT SLOPE.
- ALL STATIONING SHALL REFER TO CENTERLINE OF CONSTRUCTION UNLESS OTHERWISE NOTED. CATCH BASIN STATIONING SHALL BE BASED ON STREET CENTERLINE STATIONING, UNLESS OTHERWISE NOTED.
- STATIONING FOR LATERALS AND CONNECTOR PIPES SHALL REFER TO THE CENTERLINE INTERSECTION OF THE PIPE AND IS BASED ON STORM DRAIN STATIONING.
- OPENINGS RESULTING FROM THE CUTTING OR PARTIAL REMOVAL OF EXISTING CULVERT PIPES, OR SIMILAR STRUCTURES TO BE ABANDONED, SHALL BE SEALED WITH 6 INCHES OF CLASS "B" CONCRETE.
- "V" IS THE DEPTH OF INLET OF CATCH BASINS MEASURED FROM THE TOP OF CURB TO INVERT OF THE OUTLET CONNECTOR PIPE.
- CATCH BASINS SHALL BE LOCATED SUCH THAT THE LOCAL DEPRESSION SHALL BEGIN AT CURB RETURN JOINTS, UNLESS OTHERWISE NOTED ON PLANS.
- THE MINIMUM CONCRETE COVER BETWEEN REINFORCEMENT SURFACE AND PIPE INSIDE SURFACE FOR TRANSVERSE STEEL SHALL BE 1 1/2 INCHES. ASSUME 1 1/2 INCHES TO CENTER OF BAR WHEN CALCULATING EFFECTIVE DEPTH. WHERE VELOCITIES ARE BETWEEN 20 TO 30 FT/SEC, THE CONCRETE COVER ON THE INSIDE FACE OF THE PIPE SHALL BE INCREASED 1/4 INCH. WHERE VELOCITIES EXCEED 30 FT/SEC, THE CLEARANCE ON THE INSIDE FACE SHALL BE INCREASED 1 INCH. DESIGN STRENGTH IN THESE REACHES SHALL BE Fc=4,000 PSI FOR VELOCITIES EXCEEDING 20 FT/SEC.
- THROUGHOUT ALL PHASES OF CONSTRUCTION, THE CONTRACTOR SHALL KEEP THE WORK SITE CLEAN AND FREE FROM RUBBISH AND DEBRIS UNTIL FINAL ACCEPTANCE BY THE CITY COUNCIL. THE CONTRACTOR SHALL ALSO ABATE NUISANCE DUST BY CLEARING, SWEEPING, SPRINKLING WITH WATER, AND OTHER APPLICABLE DUST CONTROL MEASURES AS DIRECTED BY THE CITY THROUGHOUT THE CONSTRUCTION OPERATION.
- AN APPROVED WEED KILLER SHALL BE APPLIED TO THE PREPARED BASE PRIOR TO ASPHALT PAVING IN ALL AREAS WHERE THERE IS ANY EVIDENCE OF HUMUS OR ORGANIC MATERIAL PRESENT IN THE BASE (EITHER NATIVE OR IMPORTED) MATERIAL. ALL WEED KILLERS USED SHALL BE APPLIED IN STRICT ACCORDANCE WITH THE MANUFACTURER SPECIFICATIONS AND INSTRUCTIONS.
- SAW CUTS TO EXISTING PAVEMENTS SHALL BE CLEAN, STRAIGHT EDGES AS DIRECTED BY THE CITY INSPECTOR.
- ALL UNSUITABLE MATERIAL SHALL BE REMOVED, AS REQUIRED BY THE SOILS ENGINEER OR ENGINEERING GEOLOGIST, FROM ALL AREAS TO RECEIVE COMPACTED FILL OR DRAINAGE STRUCTURES, AND SHALL BE HAULED TO A DUMP SITE APPROVED BY THE CITY ENGINEER.
- ALL TREE ROOTS, ABANDONED IRRIGATION PIPELINES, UTILITY SERVICES, SEPTIC TANKS, AND SIMILAR MATERIAL SHALL BE REMOVED FROM THE CONSTRUCTION SITE, AND VOIDS CREATED THEREBY SHALL BE PROPERLY FILLED AND COMPACTED AS DIRECTED BY THE SOILS ENGINEER OR ENGINEERING GEOLOGIST.
- ALL MANHOLE RIMS, WATER VALVE CANS, GAS VALVE, ETC. SHALL BE ADJUSTED TO FINISH GRADE BY THE CONTRACTOR AS PART OF THIS PROJECT.
- ANY DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS TO PUBLIC STREET, INCLUDING BUT NOT LIMITED TO HAUL ROUTES, ALLEYS, SIDEWALKS, CURBS AND GUTTERS, CROSS GUTTERS, OR TO PRIVATE PROPERTY, SHALL BE REPAIRED AT THE SOLE EXPENSE OF THE CONTRACTOR TO THE SATISFACTION OF THE CITY ENGINEER.
- THE FOLLOWING CITY OF UPLAND STANDARD DRAWINGS APPLY TO THIS PROJECT, AND SHALL BE CONSIDERED PART OF THESE PLANS: CU-D-1, CU-D-2, CU-D-3, CU-P-4, CU-R-2, CU-Z-3.
- INSTALL 1/4 INCH PLYWOOD FALSE BOTTOMS IN ALL SEWER MANHOLES WITHIN THE CONSTRUCTION AREA (INSPECTOR TO CHECK DAILY).
- CONTRACTOR SHALL INSTALL A TRAP AT THE FIRST SEWER MANHOLE DOWNSTREAM OF CONSTRUCTION AREA (INSPECTOR TO CHECK DAILY).
- THE DEVELOPER SHALL BE RESPONSIBLE FOR SUBMITTING TO THE CITY, PROOF THAT A NOTICE OF INTENT (NOI) FOR THE GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY HAS BEEN FILED WITH AND APPROVED BY THE STATE WATER RESOURCES CONTROL BOARD. THE DEVELOPER SHALL SUBMIT A COPY OF THE WDI NUMBER OBTAINED FROM THE STATE WATER RESOURCE CONTROL BOARD TO THE CITY ENGINEER. CONSTRUCTION SHALL NOT COMMENCE WITHOUT THIS APPROVAL. THE DEVELOPER SHALL BE RESPONSIBLE TO COMPLY WITH THE GENERAL CONSTRUCTION ACTIVITY STORM WATER PERMIT BY IMPLEMENTING THEIR STORM WATER POLLUTION PREVENTION PLAN FOR THE DURATION OF THE PROJECT. THE SWPPP SHALL IDENTIFY POTENTIAL POLLUTANT SOURCES THAT MAY AFFECT THE QUALITY OF DISCHARGES TO THE STORM DRAIN SYSTEM AND SHALL INCLUDE THE DESIGN AND PLACEMENT OF RECOMMENDED BEST MANAGEMENT PRACTICES (BMP'S) TO EFFECTIVELY PROHIBIT THE ENTRY OF POLLUTANTS FROM THE CONSTRUCTION SITE INTO THE STORM DRAIN SYSTEM DURING CONSTRUCTION. THE APPLICANT/OWNER IS RESPONSIBLE FOR ENSURING THAT THE PROJECT CONTRACTORS AND SUBCONTRACTORS IMPLEMENT ALL APPLICABLE BMP'S.
- ALL CATCH BASIN AND STORM DRAIN INLET FACILITIES SHALL BE STENCILED WITH THE APPROPRIATE "NO DUMPING" MESSAGE AS SUPPLIED BY THE PUBLIC WORKS DEPARTMENT, ENVIRONMENTAL DIVISION.
- THE DEVELOPER'S ENGINEER SHALL KEEP A RECORD OF ALL CHANGES DURING CONSTRUCTION AND SHALL SUBMIT SUCH RECORDS TO THE CITY ENGINEER BEFORE A RELEASE OF OCCUPANCY WILL BE ISSUED.
- IN THE EVENT THE DEVELOPER FAILS TO COMPLY WITH THE PROVISIONS OF THE PERMIT AND APPLICABLE LAWS, THE SURETY WILL PROMPTLY COMPLETE THE WORKS TO THE SATISFACTION OF THE PUBLIC WORKS DIRECTOR. IN THE EVENT SAID SURETY FAILS TO PROMPTLY COMPLETE THE WORK AS APPROVED ON THE PLANS, THE SURETY SHALL PAY THE CITY ALL COST AND EXPENSES INCURRED BY THE CITY IN MAKING THE PREMISES SAFE AND COMPLETING THE PROJECT TO THE SATISFACTION OF THE CITY ENGINEER.

# CITY OF UPLAND STORM DRAIN IMPROVEMENT PLAN TRACT 20245 (NOT FOR CONSTRUCTION)



**CONSTRUCTION NOTES**

- INSTALL 12'x8' RCB.
- INSTALL 10'x9' RCB.
- INSTALL 84" RCP (D-LOAD PER PROFILE).
- INSTALL TRANSITION STRUCTURE PER SPPWC STD PLAN 341-2.
- INSTALL TRANSITION STRUCTURE PER SPPWC STD PLAN 342-2.
- INSTALL FORTERRA PRECAST WINGED HEADWALL TYPED BW.
- INSTALL TRANSITION STRUCTURE PER SPPWC STD PLAN 340-2.

**ABBREVIATIONS**

R/W	RIGHT OF WAY	MAX	MAXIMUM
SS	SANITARY SEWER	C	CENTER LINE
DD	DOMESTIC WATER	CFS	CUBIC FEET PER SECOND
SD	STORM DRAIN	FPS	FEET PER SECOND
MH	MANHOLE	ST	STREET
CB	CATCH BASIN	STD	STANDARD
W	CATCH BASIN OPENING LENGTH	EA	EACH
V	CATCH BASIN DEPTH	LF	LINEAR FOOT
LAT	LATERAL	AC	ASPHALT CONCRETE
STA	STATION	PVC	POLYMERIZING VINYL CHLORIDE
INV	INVERT	PVMT	PAVEMENT
EC	END CURVE	MIN	MINIMUM
BC	BEGIN CURVE	RCP	REINFORCED CONCRETE PIPE
PRC	POINT OF REVERSE CURVE	PROP	PROPOSED
TC	TOP OF CURB		

**BASIS OF BEARINGS**

THE BEARINGS SHOWN HEREON ARE BASED ON THE BEARING OF NORTH 81°29'26.18" WEST BETWEEN NGS CORS HORIZONTAL CONTROL STATION EWPP (PID DH7046) AND LORS (PID DM7524) AS PER RECORDS PUBLISHED BY NGS FOR THE 2010.00 EPOCH.

**UNDERGROUND STRUCTURES**

ALL UNDERGROUND UTILITIES OR STRUCTURES REPORTED BY THE OWNER OR OTHERS AND THOSE SHOWN ON THE RECORDS EXAMINED ARE INDICATED WITH THEIR APPROXIMATE LOCATION AND EXTENT. THE OWNER BY ACCEPTING THESE PLANS OR PROCEEDING WITH IMPROVEMENTS PURSUANT THERETO AGREES TO ASSUME LIABILITY AND TO HOLD UNDER-SIGNED HARMLESS FOR ANY DAMAGES RESULTING FROM THE EXISTENCE OF UNDERGROUND UTILITIES OR STRUCTURES NOT REPORTED TO THE UNDERSIGNED; NOT INDICATED ON THE PUBLIC RECORDS EXAMINED; LOCATED AT VARIANCE WITH THAT REPORTED OR SHOWN ON RECORDS EXAMINED. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES OR STRUCTURES SHOWN AND ANY OTHER UTILITIES OR STRUCTURES FOUND AT THE SITE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE OWNER OF THE UTILITIES OR STRUCTURES CONCERNED BEFORE STARTING WORK.

**DEVELOPER/OWNER:**

FRONTIER COMMUNITIES  
2151 E.CONVENTION CENTER WAY, SUITE 222  
ONTARIO, CA 92882  
PHONE: (XXX) XXX-XXXX  
CONTACT: XXXX

**ENGINEER:**

PROACTIVE ENGINEERING CONSULTANTS  
2151 E.CONVENTION CENTER WAY, SUITE 222  
ONTARIO, CA 92882  
PHONE: (XXX) XXX-XXXX  
CONTACT: XXXX

**SURVEY MONUMENT NOTE**

SURVEY MONUMENTS THAT EXIST AS SHOWN ON RECORDED MAPS, HIGHWAY MAPS, OR POINTS THAT PROVIDE SURVEY CONTROL WITHIN THE CONSTRUCTION AREA, SHALL BE LOCATED AND REFERENCED BY A LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER (AUTHORIZED TO PRACTICE LAND SURVEYING). BEFORE THE START OF CONSTRUCTION, CORNER RECORDS SHALL BE FILED WITH THE COUNTY SURVEYOR. THESE CORNER RECORDS SHALL DESCRIBE THE MONUMENTS FOUND WITH TIE DISTANCES TO REFERENCE POINTS FOR THE RESETTling OF A SURVEY MONUMENT. WHEN CONSTRUCTION IS COMPLETED, MONUMENTS SHALL BE SET AND CORNER RECORDS SHALL BE FILED WITH THE COUNTY SURVEYOR SHOWING THE NEW MONUMENTS.

**CONTRACTOR'S RESPONSIBILITY FOR SAFETY**

IN SUBMITTING A BID FOR THIS WORK, THE CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER, THE ENGINEER AND THE CITY OF UPLAND HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER, THE ENGINEER, OR THE CITY OF UPLAND.

ALL CONTRACTORS AND SUBCONTRACTORS PERFORMING WORK SHOWN ON OR RELATED TO THESE PLANS SHALL CONDUCT THEIR OPERATIONS SO THAT THE EMPLOYEES ARE PROVIDED A SAFE PLACE TO WORK AND THE PUBLIC IS PROTECTED. ALL CONTRACTORS AND SUBCONTRACTORS SHALL COMPLY WITH THE "OCCUPATIONAL SAFETY AND HEALTH REGULATIONS" OF THE U.S. DEPARTMENT OF LABOR AND WITH "CONSTRUCTION SAFETY ORDERS." THE CIVIL ENGINEER SHALL NOT BE RESPONSIBLE IN ANY WAY FOR THE CONTRACTOR OR SUBCONTRACTOR'S COMPLIANCE WITH SAID REGULATION AND ORDERS.

**ENGINEERS NOTICE TO CONTRACTOR**

THE EXISTENCE AND APPROXIMATE LOCATION OF ANY UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES OR STRUCTURES EXCEPT AS SHOWN ON THESE PLANS. THE ENGINEER NEITHER ASSUMES ANY LIABILITY AS TO THE EXACT LOCATION OF SAID LINES NOR FOR UTILITIES OR IRRIGATION LINES WHOSE LOCATIONS ARE NOT SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY AND IRRIGATION COMPANIES PRIOR TO WORK ON EXCAVATION TO DETERMINE EXACT LOCATION OF ALL LINES AFFECTING THIS WORK, WHETHER OR NOT SHOWN HEREON, AND FOR ANY DAMAGE OR PROTECTION OF THESE LINES.

THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (U.S.A.), PHONE NUMBER 1-800- 227-2600, TWO WORKING DAYS PRIOR TO DIGGING. NO CONSTRUCTION PERMIT, ISSUED BY THE PUBLIC WORKS DEPARTMENT, SHALL BE VALID INVOLVING UNDERGROUND FACILITIES, UNLESS THE APPLICANT HAS AN INQUIRY IDENTIFICATION NUMBER ISSUED BY U.S.A.

**DECLARATION OF ENGINEER OF RECORD**

I HEREBY DECLARE THAT IN MY PROFESSIONAL OPINION, THE DESIGN OF THE IMPROVEMENTS AS SHOWN ON THESE PLANS COMPLIES WITH THE CURRENT PROFESSIONAL ENGINEERING STANDARDS AND PRACTICES. AS THE ENGINEER IN RESPONSIBLE CHARGE OF THE DESIGN OF THESE IMPROVEMENTS, I ACCEPT FULL RESPONSIBILITY FOR SUCH DESIGN. I UNDERSTAND AND ACKNOWLEDGE THAT THE PLAN CHECK OF THESE PLANS BY THE CITY OF UPLAND IS A REVIEW FOR THE LIMITED PURPOSE OF ENSURING THAT THESE PLANS COMPLY WITH CITY STANDARDS AND OTHER APPLICABLE CODES AND ORDINANCES. THE PLAN REVIEW PROCESS IS NOT A DETERMINATION OF THE TECHNICAL ADEQUACY OF THE DESIGN OF THE IMPROVEMENTS. SUCH PLAN CHECK DOES NOT THEREFORE RELIEVE ME OF MY DESIGN RESPONSIBILITY.

AS THE ENGINEER OF RECORD, I AGREE TO DEFEND AND INDEMNIFY THE CITY OF UPLAND, ITS OFFICERS, ITS AGENTS, AND ITS EMPLOYEES FROM ANY AND LIABILITY, CLAIMS, DAMAGES, OR INJURIES TO ANY PERSON OR PROPERTY ARISING FROM NEGLIGENT ACTS, ERRORS OR OMISSIONS OF OF THE ENGINEER OF RECORD, HIS EMPLOYEES, HIS AGENTS OR HIS CONSULTANTS.

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
LICENSE NUMBER: \_\_\_\_\_

**INDEX**

TITLE SHEET	1
PLAN & PROFILES	2-5

Call before you Dig  
Avoid cutting underground utility lines in your county.  
**Call 811**  
OR  
1-800-227-2600

**BENCHMARK:**  
CITY OF UPLAND DESIGNATION: 9D-86

DESCRIPTION: 2" CITY OF UPLAND BRASS DISK SET IN THE NORTHWEST CORNER OF A PCC CATCH BASIN, 64' NORTH OF C.L. 15TH ST. AND 35' WEST OF C.L. CAMPUS AVE.

ELEVATION (FEET): 1425.286 (CITY OF UPLAND LOCAL DATUM OF 1986)

DATE	BY	MARK	DESCRIPTION	APPR.	DATE
	ENGINEER		R E V I S I O N S		COUNTY

SEAL ENGINEER

PREPARED BY:

**PROACTIVE**  
ENGINEERING CONSULTANTS  
200 South Main Street, Suite 300  
Corona, CA 92882 (951) 280-3300

SCOTT P. GILBERT  
R.C.E. 65194

DESIGN BY: ---	APPROVED BY:	DATE: _____
DRAWN BY: ---	ROSEMARY HOERNING P.E./DIRECTOR OF PUBLIC WORKS	
CHECKED BY: ---	R.C.E. 44766	
SCALE: AS NOTED	RECOMMENDED BY:	RECOMMENDED BY:
DATE: 11/01/19	ENGINEERING STAFF	LAND DEVELOPMENT & TRANSPORTATION
JOB NUMBER: ---		

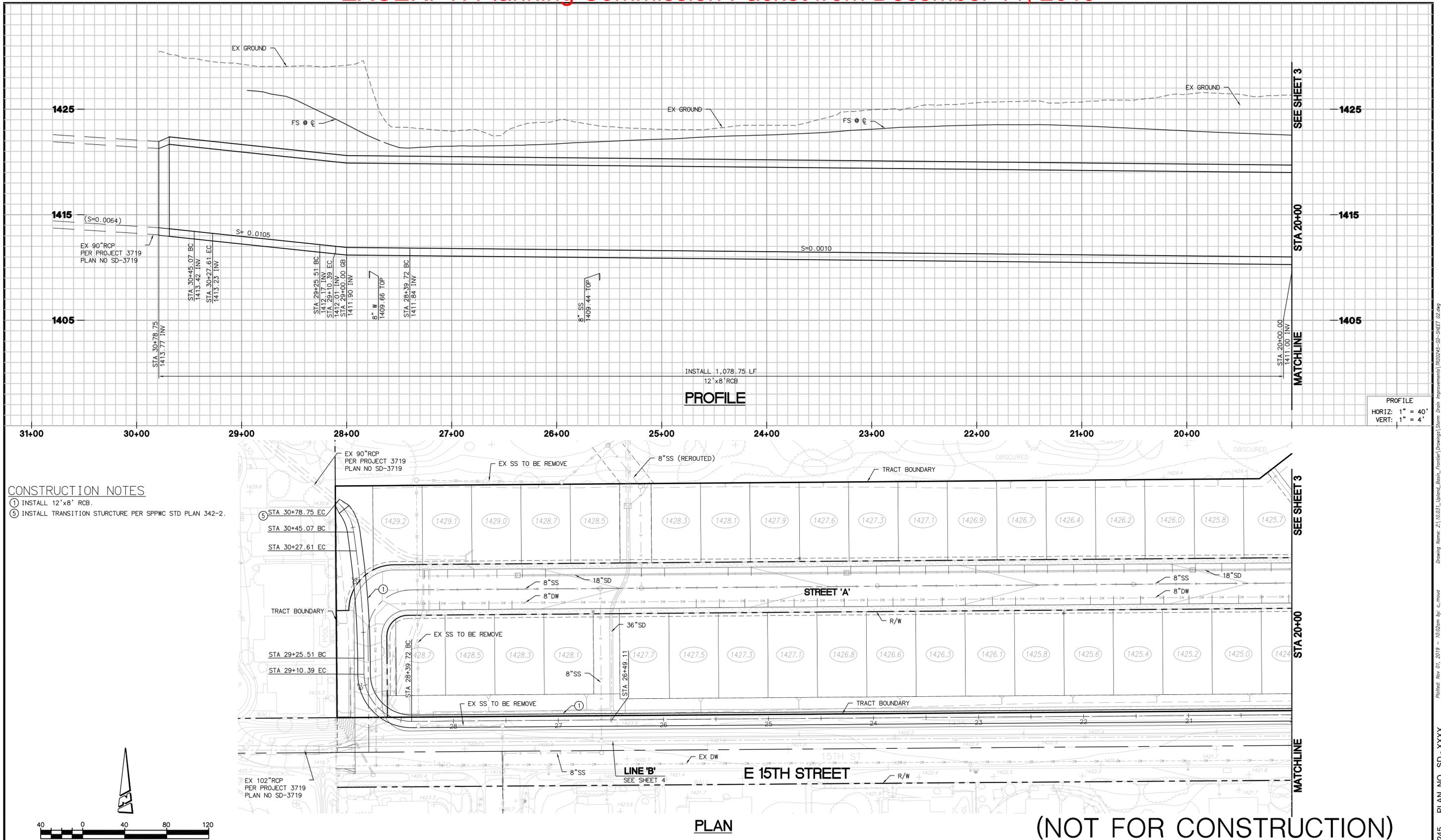
**CITY OF UPLAND**

STORM DRAIN IMPROVEMENT PLAN  
TRACT 20245

**TITLE SHEET**

SHEET No. **1**  
OF 5 SHEETS  
DWG. NO. -----

# EXCERPT: Planning Commission Packet from December 11, 2019



- CONSTRUCTION NOTES**
- ① INSTALL 12"x8" RCB.
  - ⑤ INSTALL TRANSITION STRUCTURE PER SPPWC STD PLAN 342-2.

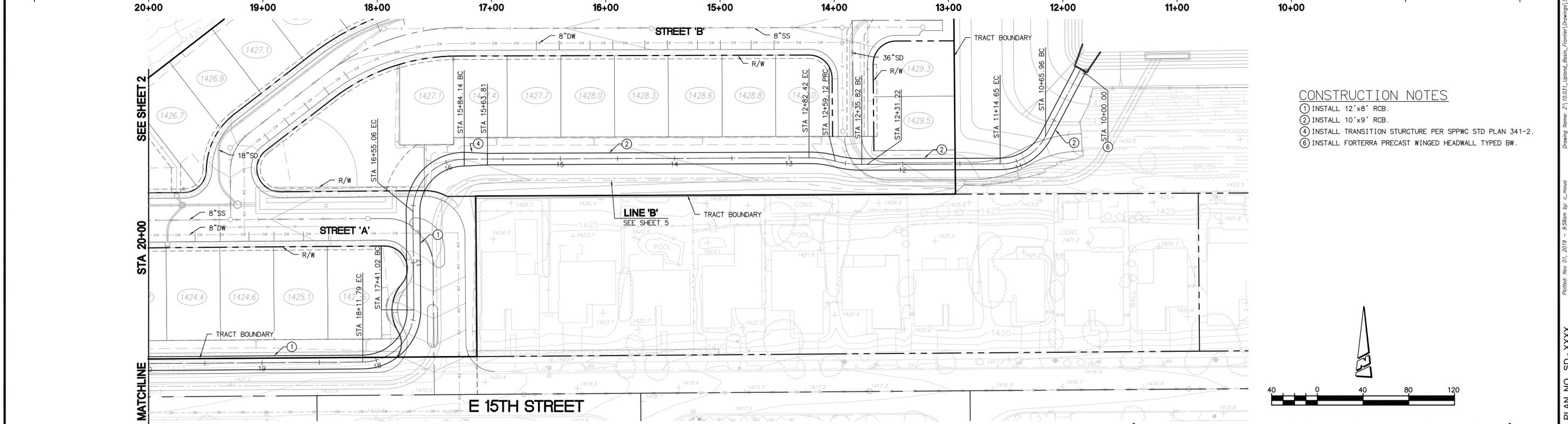
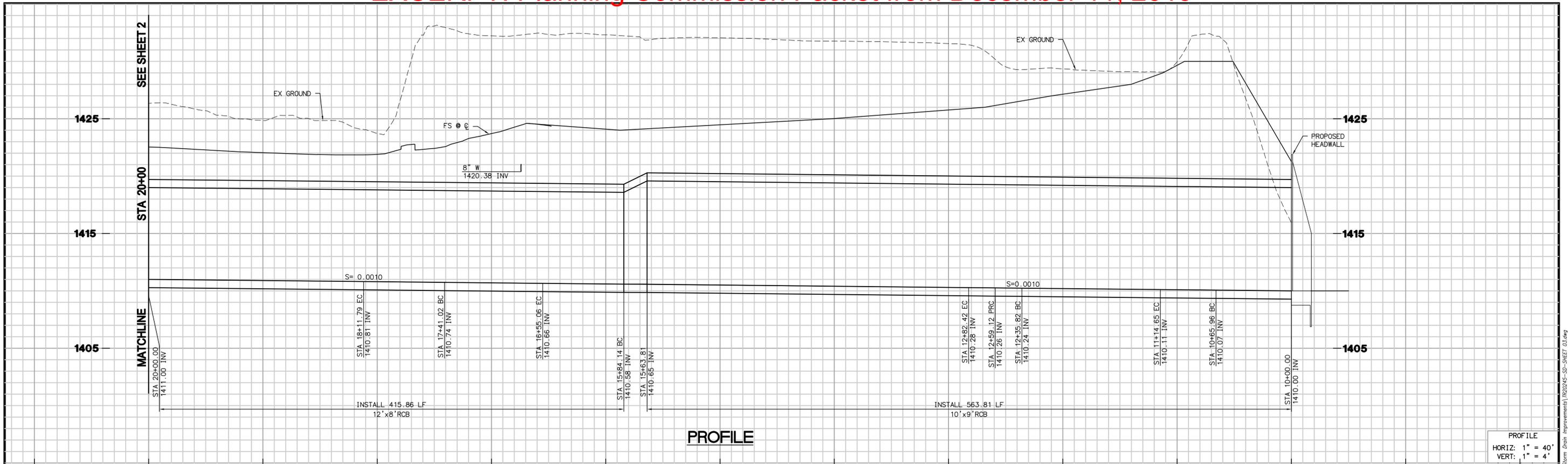


(NOT FOR CONSTRUCTION)

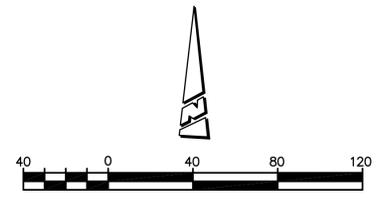
<p><b>Call before you Dig</b> Avoid cutting underground utility lines. It's costly.</p> <p style="font-size: 24pt; font-weight: bold; text-align: center;">811</p> <p style="text-align: center;">OR 1-800-227-2600</p>	<p><b>BENCHMARK:</b> CITY OF UPLAND DESIGNATION: 9D-86</p> <p>DESCRIPTION: 2" CITY OF UPLAND BRASS DISK SET IN THE NORTHWEST CORNER OF A PCC CATCH BASIN, 64' NORTH OF C.L. 15TH ST. AND 35' WEST OF C.L. CAMPUS AVE.</p> <p>ELEVATION (FEET): 1425.286 (CITY OF UPLAND LOCAL DATUM OF 1986)</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>DATE</th> <th>BY</th> <th>MARK</th> <th>DESCRIPTION</th> <th>APPR.</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td colspan="6" style="text-align: center;">REVISIONS</td> </tr> <tr> <td colspan="6" style="text-align: center;">COUNTY</td> </tr> </tbody> </table>	DATE	BY	MARK	DESCRIPTION	APPR.	DATE	REVISIONS						COUNTY						<p style="text-align: center;">SEAL ENGINEER</p> <div style="text-align: center;"> </div>	<p>PREPARED BY:</p> <p style="font-size: 18pt; font-weight: bold; text-align: center;">PROACTIVE</p> <p style="font-size: 10pt; text-align: center;">ENGINEERING CONSULTANTS 200 South Main Street, Suite 300 Corona, CA 92882 (951) 280-3300</p> <p>SCOTT P. GILBERT R.C.E. 65194</p>	<p>DESIGN BY: ---</p> <p>DRAWN BY: ---</p> <p>CHECKED BY: ---</p> <p>SCALE: AS NOTED</p> <p>DATE: 11/01/19</p> <p>JOB NUMBER: ---</p>	<p>APPROVED BY:</p> <p style="font-size: 10pt; text-align: center;">ROSEMARY HOERNING P.E./DIRECTOR OF PUBLIC WORKS R.C.E. 44766</p> <p>DATE: ---</p> <p>RECOMMENDED BY: ---</p> <p>ENGINEERING STAFF</p>	<p><b>CITY OF UPLAND</b></p> <p>STORM DRAIN IMPROVEMENT PLAN TRACT 20245</p> <p style="font-size: 14pt; font-weight: bold;">LINE 'A'</p> <p>STA 30+78.75 TO 20+00</p>	<p>SHEET No.</p> <p style="font-size: 24pt; text-align: center;">2</p> <p>OF 5 SHEETS</p> <p>DWG. NO. ---</p>
DATE	BY	MARK	DESCRIPTION	APPR.	DATE																					
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Drawing Name: Z:\10.031\_Upland\_Basin\_Drawings\Storm Drain Improvements\1920245-SD-SHEET 02.dwg  
Purifier: Nov 01, 2019 - 10:02am by: c.mose  
PROJECT NO. TR 20245 PLAN NO. SD -XXXX

# EXCERPT: Planning Commission Packet from December 11, 2019



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  - ② INSTALL 10'x9' RCB.
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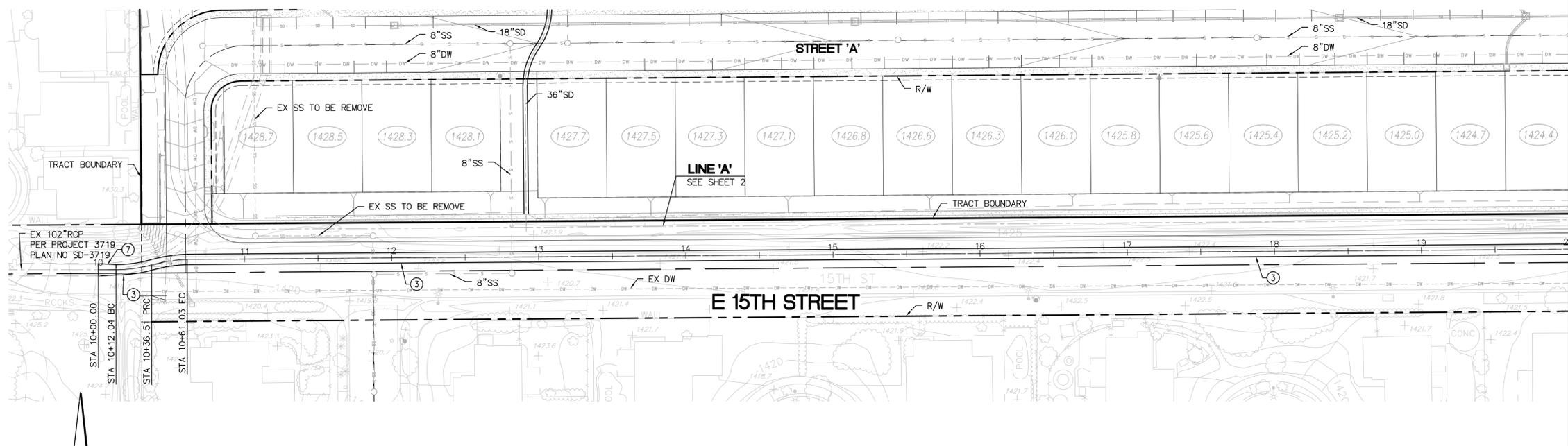
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Drawing Name: Z:\10301\Upland\_Basin\_Drawings\Storm\_Drain\_Improvements\1920245-SD-SHEET\_03.dwg  
Purifier: Nov 01, 2019 - 9:58am By: C.mose  
PROJECT NO. TR 20245 PLAN NO. SD -XXXX

# EXCERPT: Planning Commission Packet from December 11, 2019



**PROFILE**



**PLAN**

- CONSTRUCTION NOTES**
- ③ INSTALL 84" RCP (D-LOAD PER PROFILE).
  - ⑦ INSTALL TRANSITION STRUCTURE PER SPPWC STD PLAN 340-2.

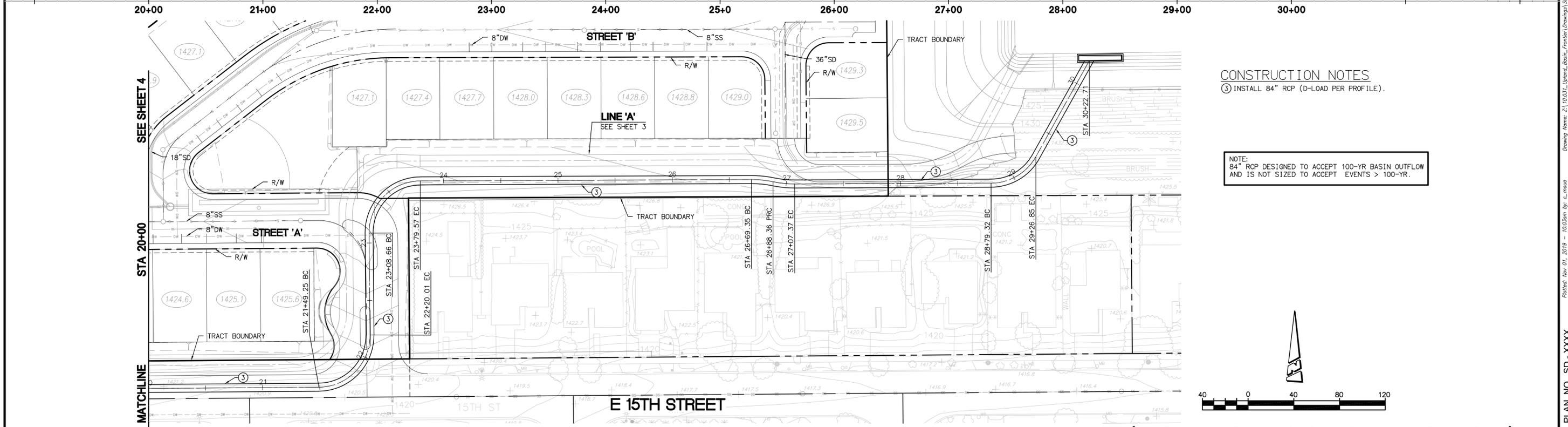
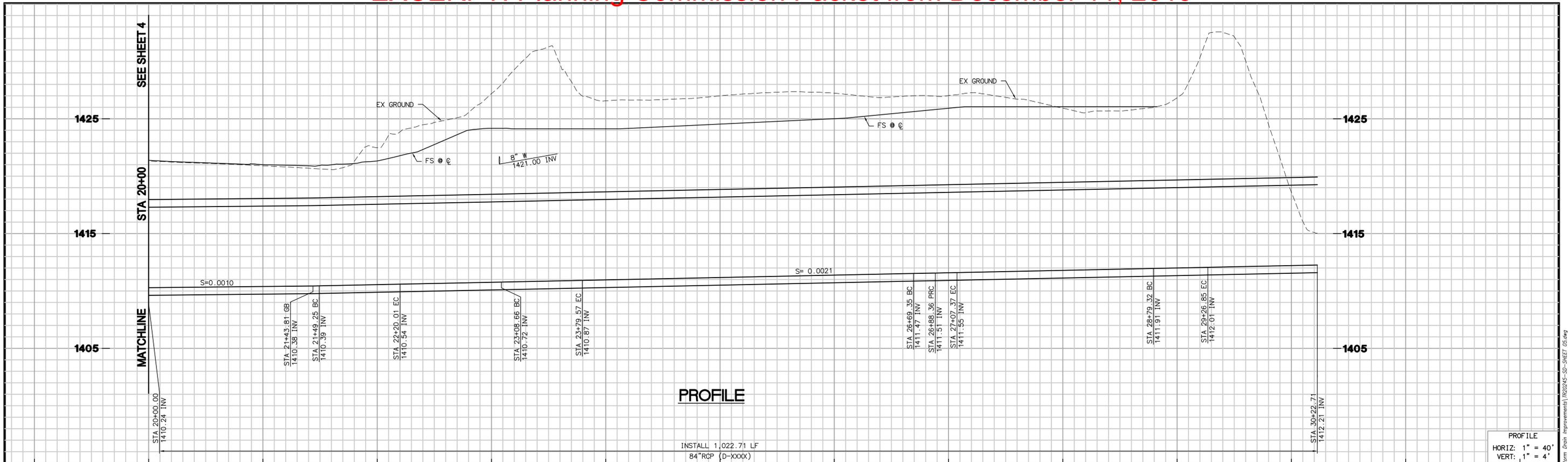
**NOTE:**  
84" RCP DESIGNED TO ACCEPT 100-YR BASIN OUTFLOW AND IS NOT SIZED TO ACCEPT EVENTS > 100-YR.

(NOT FOR CONSTRUCTION)

<p>Call before you Dig Avoid cutting underground utility lines. It's costly. <b>811</b> OR 1-800-227-2600</p>	<p><b>BENCHMARK:</b> CITY OF UPLAND DESIGNATION: 9D-86 DESCRIPTION: 2" CITY OF UPLAND BRASS DISK SET IN THE NORTHWEST CORNER OF A PCC CATCH BASIN, 64' NORTH OF C.L. 15TH ST. AND 35' WEST OF C.L. CAMPUS AVE. ELEVATION (FEET): 1425.286 (CITY OF UPLAND LOCAL DATUM OF 1986)</p>	<p>SEAL ENGINEER</p>	<p>PREPARED BY: <b>PROACTIVE</b> ENGINEERING CONSULTANTS 200 South Main Street, Suite 300 Corona, CA 92882 (951) 280-3300</p>	<p>DESIGN BY: --- DRAWN BY: --- CHECKED BY: --- SCALE: AS NOTED DATE: 11/01/19</p>	<p>APPROVED BY: ROSEMARY HOERNING P.E./DIRECTOR OF PUBLIC WORKS R.C.E. 44766 DATE: ---</p>	<p><b>CITY OF UPLAND</b> STORM DRAIN IMPROVEMENT PLAN TRACT 20245 <b>LINE 'B'</b> STA 10+00 TO 20+00</p>	<p>SHEET No. <b>4</b> OF <b>5</b> SHEETS DWG. NO. ---</p>																								
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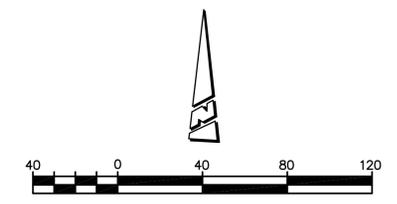
PROJECT NO. TR 20245 PLAN NO. SD - XXXX

# EXCERPT: Planning Commission Packet from December 11, 2019



**CONSTRUCTION NOTES**  
 ③ INSTALL 84" RCP (D-LOAD PER PROFILE).

**NOTE:**  
 84" RCP DESIGNED TO ACCEPT 100-YR BASIN OUTFLOW AND IS NOT SIZED TO ACCEPT EVENTS > 100-YR.



(NOT FOR CONSTRUCTION)

	<p><b>BENCHMARK:</b> CITY OF UPLAND DESIGNATION: 9D-86</p> <p>DESCRIPTION: 2" CITY OF UPLAND BRASS DISK SET IN THE NORTHWEST CORNER OF A PCC CATCH BASIN, 64' NORTH OF C.L. 15TH ST. AND 35' WEST OF C.L. CAMPUS AVE.</p> <p>ELEVATION (FEET): 1425.286 (CITY OF UPLAND LOCAL DATUM OF 1986)</p>	<p>SEAL ENGINEER</p>	<p>PREPARED BY:</p> <p style="font-size: 18pt; font-weight: bold; color: blue;">PROACTIVE</p> <p>ENGINEERING CONSULTANTS                  200 South Main Street, Suite 300                  Corona, CA 92882 (951) 280-3300</p>	<p>DESIGN BY: ---</p> <p>DRAWN BY: ---</p> <p>CHECKED BY: ---</p> <p>SCALE: AS NOTED</p> <p>DATE: 11/01/19</p> <p>JOB NUMBER: ---</p>	<p>APPROVED BY:</p> <p>ROSEMARY HOERNING P.E./DIRECTOR OF PUBLIC WORKS                  R.C.E. 44766</p> <p>RECOMMENDED BY: _____</p> <p>RECOMMENDED BY: _____</p> <p>ENGINEERING STAFF</p>	<p><b>CITY OF UPLAND</b></p> <p>STORM DRAIN IMPROVEMENT PLAN TRACT 20245</p> <p><b>LINE 'B'</b> STA 20+00 TO 30+19.94</p>	<p>SHEET No.</p> <p style="font-size: 24pt; font-weight: bold; text-align: center;">5</p> <p>OF 5 SHEETS</p> <p>DWG. NO. ---</p>																				
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Drawing Name: Z:\10.03.L\Upland\_Basin\_Drawings\Drawings\Storm Drain Improvements\TR20245-SD-SHEET\_05.dwg  
 Plotter: Nov 01, 2019 - 10:03am by: c.msoop  
 PROJECT NO. TR 20245 PLAN NO. SD - XXXX

**Exhibit I – Initial Study**  
**Mitigated Negative Declaration**



Due to the size of the Initial Study/ Mitigated Negative Declaration, Exhibit I can be found at the link here:

<https://www.uplandca.gov/environmental-review>

Please Click on the Link for the Villa Serena Specific Plan.

In addition, a hard copy is available for review at the Public Counter.

## **Exhibit C – Response to Comments**



**RESPONSES TO PUBLIC COMMENTS**

**INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

**VILLA SERENA SPECIFIC PLAN**

**CITY OF UPLAND**

**SAN BERNARDINO COUNTY, CALIFORNIA**

**LSA**

January 2020

## INTRODUCTION

The primary objective and purpose of the Initial Study/Mitigated Negative Declaration (IS/MND) public review process is to obtain comments on the adequacy of the analysis of environmental impacts, the mitigation measures presented, and other analyses contained in the Initial Study prepared by the City of Upland (City). The California Environmental Quality Act (CEQA) requires that the City decision-makers consider the comments received during the public review of the IS/MND prior to carrying out or approving the project (*CEQA Guidelines* Section 15074[b]). Comments that do not directly relate to the analysis in this document (i.e., are outside the scope of this document) are not given specific responses; however, all comments are included in this section so that the decision-makers may know the opinions of the commenter.

The Villa Serena Specific Plan (Project) IS/MND was circulated to the public and public agencies for a 20-day public review period from November 13 to December 2, 2019. Fifteen comments, all from individual residents, were received:

- Shawn Geohring (Letter A)
- Bill Rodstom (Letter B)
- Philip Ferree (Letter C)
- Dante Zappia (Letter D)
- Elvis Martinez (Letter E)
- Sandra Ramos (Letter F)
- Peter Shupe (Letter G)
- Sandra Sidders (Letter H)
- Robyn and Nathan Tan (Letter I)
- Caryn Zappia (Letter J)
- Catina Simons (Letter K)
- Roger Flores (Letter L)
- Brenda Robles (Letter M)
- Teena Romero (Letter N)
- Cynthia Pye (Letter O)

The comment letters are included in this appendix. Neither the comments nor responses to comments to the collected comments constitute “significant new information” (*CEQA Guidelines* Section 15073.5) that would require recirculation of the Mitigated Negative Declaration or the preparation of an Environmental Impact Report (EIR).

# Letter A

11/19/19

Shawn Goehring  
1451 Juanita Court  
Upland, CA 91786

Joshua Winter, Associate Planner  
City of Upland  
Development Services Department/Planning Division  
460 North Euclid Avenue  
Upland, CA 91786

Hello Joshua,

Thank you for the notice of availability and notice of intent to adopt a mitigated negative declaration letter that was sent to my home address. I am glad to receive some information for it has been very difficult to locate information on this potential project, Villa Serena Specific Plan.

In the letter it states that the project site is East of Campus Avenue and West of Grove Avenue; however, the project location on the map shows West of Campus Avenue. The map that was provided does not match the project location description. Could you please clarify exactly where the project site will be located?

A-1

Furthermore, could you please provide more information on what roads will open up into the proposed project location. When the 65 single-family detached residential units are complete will there be multiple locations for those families to enter the housing community, and if so what are those exact locations? I could not locate on the map or online what exact roads will lead into this community.

A-2

Thank you again for the letter. I look forward to hearing from you. Please feel free to email, call, or respond via mail. My email is swg\_12@yahoo.com and my phone is 724.456.0858 (cell).

Thank you,



Shawn Goehring

## CITY OF UPLAND

**NOTICE OF AVAILABILITY (NOA) / NOTICE OF INTENT (NOI) TO ADOPT  
A MITIGATED NEGATIVE DECLARATION (MND)  
VILLA SERENA SPECIFIC PLAN**



In accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the City of Upland, acting as the Lead Agency is releasing for review and comment to all agencies, organizations and interested persons, a Draft Initial Study and Proposed Mitigated Negative Declaration (IS/MND) for the Villa Serena Specific Plan (Project).

**Project Title:** Villa Serena Specific Plan

**Project No.:** SPECIFIC PLAN NO. SPR-18-02, GENERAL PLAN AMENDMENT NO. GPA-18-04, ZONE CHANGE NO. ZC-18-04, TENTATIVE TRACT NO. 20245 (TT-18-03), SITE PLAN NO. SP-18-10, DESIGN REVIEW NO. DR-18-14, AND ENVIRONMENTAL ASSESSMENT REVIEW NO. EAR-0070

**Project Location:** The Project Site constitutes a 9.2-acre portion of a the existing 15th Street flood control detention basin located North of E. 15<sup>th</sup> Street, South of the Upland Hills Golf Course, East of Campus Avenue and West of Grove Avenue. The project site is further described as Assessor's Parcel Numbers 1045-121-04 and 1045-151-35.

**Project Description:** The project involves the establishment of a Residential Specific Plan for the development a gated residential community that consists of 65 single-family detached residential units at a density of 7.1 dwelling units per acre and on-site active and passive recreational amenities to be provided within the common area open space on an existing 9.2-acre portion of the 15<sup>th</sup> street flood control detention basin. The Project includes modifications (including relocation of existing basin infrastructure) to the existing basin to accommodate the residential Site and maintain a fully operational flood control and retention facility on the remaining 11.1 acres of the basin area.



**Public Meeting Dates:** A public hearing date for the Upland Planning Commission to review and consider the Project has been tentatively scheduled for December 11, 2019.

**Public Review Period:** The Draft IS/MND is being circulated for a 20-day review period beginning November 13, 2019, pursuant Section 15105(b) of the CEQA Guidelines. Persons responding are urged to submit their comments in writing. Comments should be mailed or delivered to the City, at the address below no later than 6:00 PM on December 2, 2019. Submittal of written comments via e-mail is also acceptable.

**Address:** Joshua Winter, Associate Planner  
City of Upland  
Development Services Department/Planning Division  
460 North Euclid Avenue  
Upland, CA 91786

**E-Mail:**  
jwinter@ci.upland.ca.us

**Environmental Review:** The Draft Initial Study and Mitigated Negative Declaration have been prepared for this Project pursuant to the provision of the CEQA Guidelines. The Draft Initial Study prepared for this Project demonstrates that the Project will not have any significant or unmitigatable effects on the environment. As a result of the adoption of the adoption of this document and the implementation of the proposed mitigation measures, the Project will not have any significant or unmitigatable effects on the environment.

The Draft Initial Study/Mitigated Negative Declaration and all related analysis are available to the General Public at Development Services Department/Planning Division, located at Upland City Hall, 460 North Euclid Avenue, Upland, CA 91786, Monday through Thursday from 8:00 Am to 6:00 PM., excluding holidays. Copies of the IS/MND are also available for review on the City's website at <https://www.uplandca.gov/planning>

## COMMENT LETTER A: SHAWN GOEHRING

**Response to Comment A-1:** The referenced text is correct in both the Notice of Intent and IS/MND. While the site location figure provided in the Notice of Intent and Figure 1 of the IS/MND correctly identifies the project site, the “N. Campus Ave” callout is inaccurate. As the project description and project limits are correctly referenced, this mislabeling does not alter the environmental analysis in the IS/MND.

No new impact or increase in severity of an identified impact has been identified. Figure 1 of the IS/MND will be revised to properly label the street in question. This revision does not constitute new information necessitating recirculation of the IS/MND.

**Response to Comment A-2:** As stated in Section 2.3.6 of the IS/MND, vehicular access to the site is provided from 15<sup>th</sup> Street at two locations. A primary gated community entry for the project is located at the eastern project boundary adjacent to existing residential uses. A second gated entry is provided from 15<sup>th</sup> Street at the western boundary of the project. As identified by the City when determining the scope of the project’s Traffic Impact Analysis, it is reasonable to conclude project traffic would access 15<sup>th</sup> Street and the new development via Alta, Monte Verde, and/or Grove Avenues.

This comment does not identify a new impact or increase in severity of an identified impact; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

# Letter B

Nov. 27, 2019

To: Joshua Winter, Associate Planner [jwinter@ci.upland.ca.us](mailto:jwinter@ci.upland.ca.us)  
City of Upland  
Development Services Department/Planning Division  
460 North Euclid Avenue  
Upland, CA 91786

From: Bill Rodstrom, former U.S. Fish & Wildlife Service biologist  
P.O. Box 4684  
Arcata, CA 95518 [Bill.rodstrom@gmail.com](mailto:Bill.rodstrom@gmail.com)

Re: Comments about the CEQA Mitigated Negative Declaration of the proposed Villa Serena Specific Plan Project Initial Study, a 65 single-family home development on 15<sup>th</sup> St., in Upland, CA.

## **Flood Control Capacity**

Since approximately 2001 I have visited the proposed development site (a flood control basin) about 3-4 times a year, visiting an elderly relative who lives at the nearby Red Hill Country Club. It is the only nearby wildland. I have observed many wild species of native plants, birds, reptiles, and many insects like native butterflies, bees, and dragonflies. I have also seen high rainfall events such as Feb. 14, 2019 when the flood control basin was able to store stormwater runoff as it was designed, to protect neighboring suburban homes from being flooded. See attached photos.

The proposed development would fill about half of the existing flood control basin, so my question is: will the remaining half to the east be expected to collect all of the stormwater runoff during high rainfall events? The hypothetical Flood Routing Analysis in the appendix is unclear to me on this issue. My Feb. 14, 2019 photos show the basin filling between 3-4 feet of stormwater at the west end of the proposed project. This storm generated approximately 2.1 inches of rain measured at the nearby Ontario Airport, according the U.S. Weather Service. A more severe or prolonged storm, or a much smaller basin would presumably fill the basin even higher.

## **Wetlands**

In the Specific Plan Project Initial Study report, the geotechnical report stated that there was no surface water on the proposed development.

On September 5, 2019 and October 26, 2019, I observed a four-foot-wide stream of water pouring through roughly 8 ft. diameter culverts on the west end of the proposed development. What is the source of this water? Is this what is left of the creek coming downstream from Frankish Canyon? Where will it be diverted to?

Also, for well over a decade there have been three small wetland ponds from year-round runoff the Upland Hills Country Club golf course on the north boundary of the proposed development, with wetland species like Willows (*Salix*), cattails (*Typha*), watercress (*Nasturtium*), etc., and associated breeding dragonflies, mallards and other wetland-dependent species. I did not see these noted in the geotechnical report. Approximately 80% of bird species are associated with wetland habitat.

B-1

B-2

### Threatened Species

On page 3-18, under Biological Resources, it states “No special-status plant or wildlife species were observed during the survey.”

The existing Sage Scrub habitat of the proposed project includes habitat for the resident Coastal California Gnatcatcher, which is listed as a Threatened Species under the Endangered Species Act. I have seen and/or heard this species virtually every time I have visited there. Parts of southern San Bernardino County are listed as critical habitat for this species, so the removal of this habitat will only exacerbate the shrinking habitat for this threatened species.

B-3

### Mitigation issues

Because this project will remove over nine acres of Sage Scrub native habitat, I would urge that all tree, shrub, and perennial plant landscaping be composed of California native plants. Native insects and the birds and other wildlife that eat them or feed them to their young are not adapted to eating non-native plants, so the area becomes a biological desert for native animals when native habitat is replaced with nonnatives. For more on this subject I recommend that you read ***Bringing Nature Home: How You Can Sustain Wildlife with Native Plants***, by Douglas Tallamy, or view his PowerPoint presentation at least. Here’s a link for that: YouTube Video link: ***Restoring Nature’s Relationships*** <https://www.youtube.com/watch?v=yo4ZJ-ryTaE>

B-4

You can find more about using native plants for landscaping at the Calscape website: <https://calscape.org/>

This Initial Study is a very large document, and I made an effort to review as much of the salient issues as I could, but I have not had time to read every page of the 1,713-page document.

Feel free to call me or email me with your responses.

Sincerely,

Bill Rodstrom  
707 498-4762





## COMMENT LETTER B: BILL RODSTROM

**General Response:** The comment was made by Bill Rodstrom, who identifies himself as former U.S. Fish & Wildlife Service (USFWS) biologist. According to his public profile, Mr. Rodstrom last worked for USFWS 35 years ago (1984) and is currently retired: <https://www.linkedin.com/in/bill-rodstrom-27387014>. This would mean Mr. Rodstrom's observations and comments were likely NOT made in a professional capacity nor as a licensed or certified biologist relative to California gnatcatcher. It should also be noted Mr. Rodstrom's career since the late 1980's has been based in inner northern California per his public profile. This species is found mainly in the coastal plains of southern California.

As Mr. Rodstrom alluded to, the California gnatcatcher has been listed as a threatened Species under the Federal Endangered Species Act since 1993. The State and federal authorities recognized that highly specialized skillsets and formal certification were required in order to investigate, observe, and make professional recommendations on this threatened species. Randall Arnold, Parker Smith and Blake Curran are the three principals that conducted on-site field observations and prepared the report. Mr. Arnold is licensed and certified by USFWS to evaluate the California gnatcatcher.

A biological investigation was conducted by RCA Associates, Inc. a professional environmental and biological consulting firm that has worked on over 50 projects, including projects where RCA represented local and federal agencies as clients. A majority of RCA's experience has been in California with a majority of their work in the Inland Empire. RCA's methodologies included field sites, surveys and data collection.

**Response to Comment B-1:** As addressed in Section 2.3.8 of the IS/MND, the project includes modifications (including relocation of existing basin infrastructure) to the existing basin to accommodate the residential Site **and** maintain a fully operational flood control and retention facility. Basin modifications include the extension of basin inlet and outlet, and installation of an emergency spillway/box weir outlet system. The modified basin will be graded to create a new basin footprint. A new berm will be created between the basin and development site. From the top of the berm, a new slope will be graded to the bottom of the modified basin (approximately 1,410 feet above mean sea level). Modifications to the bottom of the remaining basin will be made from the toe of the new slope to a point approximately 900 linear feet to the east, by grading the bottom of the basin in this area to an elevation of approximately 1,410 feet from an existing elevation of 1,414 to 1,415 feet (essential lowering the bottom of the basin to fully accommodate anticipated flows.)

The proposed basin modifications have been reviewed by the City and will be designed and installed per applicable City and San Bernardino County criteria (see IS/MND Appendices G1-G5). As detailed in IS/MND Section 3.3.10, the increased depth will provide 0.5 feet of freeboard between the emergency spillway crest and the 100-year water surface elevation. The emergency spillway will be constructed for the 1,000-year event (1.35 × 100-year flow rate) in accordance with San Bernardino County Detention Basin Design Criteria, with the required freeboard to the top of the dam embankment to be above the 1,000-year water surface elevation. Using a 9-foot wide by 1.5-foot high opening, the maximum water surface elevation is projected to be 1,426.1 feet with a peak discharge of 246.7 cubic feet per second. This meets the peak discharge and maximum 100-year water surface elevation goals. The box weir outlet system would be designed to pass through the 200- to 500-year

storm, with the emergency spillway providing discharge capacity for larger events. As the box weir outlet system can accommodate flows well in excess of the 100-year storm event, it is unlikely flows over the emergency spillway would occur during foreseeable storm events.

The commenter's observations are noted and will be considered fully prior to and during any public hearing related to the project. No new impact or increase in severity of an identified impact has been identified. No revision to the IS/MND is required and recirculation of the document is not warranted.

**Response to Comment B-2:** The existing basin collects storms flows areas upstream of the site. Storm water runoff conveyed through the current drainage systems flows downstream to Cucamonga Creek and discharges to Reach 3 of the Santa Ana River, through the Prado Basin Management Zone, and ultimately into the Pacific Ocean. Once conveyed to the modified basin, no change in the direction or ultimate destination of these storm flows would occur.

Pursuant to *CEQA Guidelines* Section 15125, the environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. Generally, the environmental setting describes the conditions at the time environmental analysis commences. The description of site condition is based upon field observation conducted in July 2018 (see IS/MND, Appendix B). While water was observed within the basin, as detailed in IS/MND Section 3.3.4, no riparian vegetation, wetland, habitat or other sensitive habitats were observed. No federal or State-listed sensitive plant or wildlife species were identified during the July 2018 biological field survey, nor are there documented observations of these species on site or in the immediate project vicinity.

The commenter's observations are noted and will be fully considered prior to and during any public hearing related to the project.

**Response to Comment B-3:** The project site constitutes a portion of a the existing 15<sup>th</sup> Street flood control detention basin, which is bounded by residential uses and the Upland Hills Country Club on the north, and single-family residential uses on the east, west, and south. No undisturbed native habitat or natural area is located within 1.5 miles of the site. The site is not located within the critical habitat for any threatened or endangered species. No endangered, threatened, or sensitive species, including the California gnatcatcher, were identified during the July 2018 biological field survey.

While plant species identified on site include some species common in fan sage scrub, the isolated nature of site, absence of connectivity, and absence of sensitive species results in a "negligible" impact. As stated in IS/MND Section 3.3.4, to address potential impacts to biological resources, a pre-construction burrowing owl and nesting bird survey is required prior to ground disturbance operations. As required, avoidance buffers would be established around any identified nesting activity. The buffers would be maintained until nesting activity has been completed. Adherence to the mitigation identified in the IS/MND would reduce potential biological resource impacts to a less than significant level.

No new impact or increase in severity of an identified impact has been identified. No revision to the IS/MND is required and recirculation of the document is not warranted.

**Response to Comment B-4:** The project landscape scheme (see Villa Serena Specific Plan, Section 4.2.3) states, “Shrubs, low groundcovers, and ‘California Friendly’ ornamental grasses are used to the greatest extent possible to reduce maintenance and conserve resources.” The Specific Plan (Table 4-1) suggests landscaping materials, many of which are California native species that have low- or moderate water requirements. The project’s final landscape plan will be reviewed and approved by City to ensure an appropriate variety of material and species to meet the City’s landscape standards.

The commenter’s landscape material preference will be fully considered prior to and during any public hearing related to the project. No new impact or increase in severity of an identified impact has been identified. No revision to the IS/MND is required and recirculation of the document is not warranted.

# Letter C

Philip A. Ferree  
1377 E. 15<sup>th</sup> St.  
Upland CA 91786  
909 996 6901  
[pncferree@yahoo.com](mailto:pncferree@yahoo.com)

December 1, 2019

Joshua Winter, Associate Planner  
City of Upland  
Development Services Department/Planning Division  
460 North Euclid Ave.  
Upland, CA 91786

Comments on the Villa Serena Specific Plan IS/MND

Dear Mr. Winter,

I'm writing to offer my comments on the Villa Serena Specific Plan IS/MND and state my concerns about how the project will affect my neighborhood. I will be specific, referring to the IS/MND sections as well as the Upland General Plan. I am providing these comments through the lens of a 39 years' experience in grading, excavation, and residential construction.

IS/MND Section 2.3.2 states that "The site will attempt to balance cut/fills for the site". I take that to mean there will be no export or import of fill dirt. This section goes on to say they will need 41,000 cubic yards of fill to complete the grading. That is not a balanced site. Import of 41,000 cubic yards of fill would necessitate 3000 truckloads of dirt and 6000 truck trips on East 15<sup>th</sup> St over the 20 day period of grading, referenced in the construction schedule. East 15<sup>th</sup> Street is a residential street that is in questionable condition and has never been resurfaced in the 32 years that I have lived here. I have done some rough calculations and by lowering the elevations on the site 3 feet, on average, over the 9.15 acres you could eliminate the need for any import, thus saving wear and tear on 15<sup>th</sup> Street and reducing noise and truck traffic on my street.

C-1

Section 3.3.1 Aesthetics, states "therefore, views from the south side of the site would not be significantly altered from what exists". The person who wrote this obviously did not look at the view from my yard, or chose not to. Elevations of the new homes will significantly block the view of the 7 existing residents on the north side of East 15<sup>th</sup> Street. In my case, with the 9 foot increase of elevation of the new houses, plus the 28 foot height of the homes, would add up to over 37 feet above my house pad elevation. These changes will certainly have significant impact on the quality of the view from my property. See Back Yard View and Height Illustration.

C-2

Section 3.3.13 Noise, Off Site refers to City of Upland General Plan Final Environmental Impact Report, Table 5.4-4 which states the ADT volume for 15<sup>th</sup> Street is 14,100 vehicles. I believe this is a flawed representation of the ADT on my portion of East 15<sup>th</sup> Street, between Grove Ave. and Fernando Ave. East 15<sup>th</sup> Street is not a thru street and would likely have no more than 300 ADT and I feel that's being generous. The 623 ADT's for

C-3

# Letter C

this project would represent an over 200% increase in traffic volume, this contradicts the Study's estimation of less than significant impact warranting no mitigation.

C-3

Upland General Plan

Policy CC-7.3, Upland Grid Pattern, states "Reinforce and extend the traditional grid pattern in new developments that create new roadways." Location to entry and exits from the projects should align with the existing 13<sup>th</sup> and Fernando Avenues. The proposed plan shows the main entry way to the project adjacent to Mr. Hudson's house at 1335 East 15<sup>th</sup> St. This would put the bulk of the projected 623 daily new resident trips with in feet of Mr. Hudson's home. I feel that is unacceptable.

C-4

General Plan Policy CC-7.4 states "Discourage the construction of new gated communities....." In my opinion, this new project infill should be connected with my 15<sup>th</sup> Street neighborhood.

C-5

In summation, with the one plus year of construction noise, dust and traffic, the loss of our mountain views and the tremendous increase of street traffic on 15<sup>th</sup> Street after the project is completed, and with other concerns my hope is that the Planning Commission will not recommend the Project for approval as presented but refer it back to Frontier Communities to address the concerns of existing Upland residents.

C-6

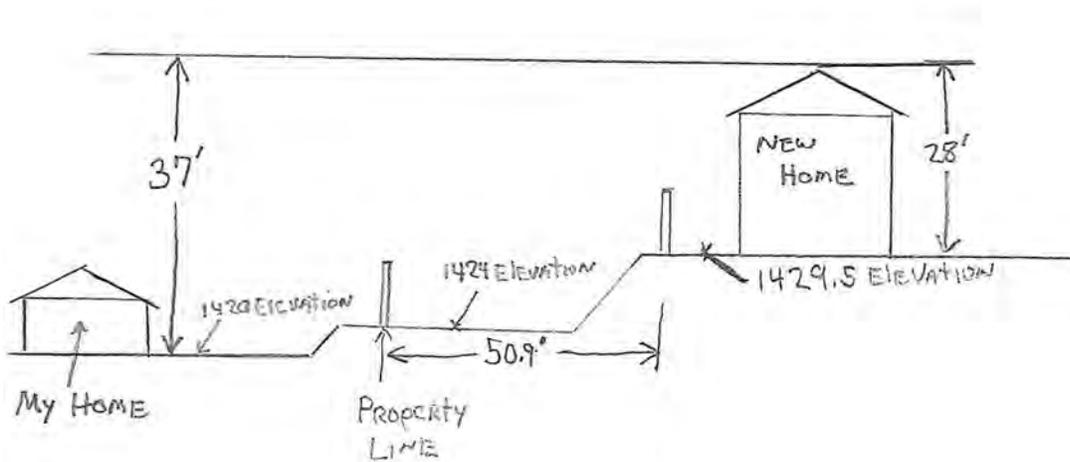
Sincerely,

Philip A. Ferree

Backyard View



Height Illustration



## COMMENT LETTER C: PHILIP A. FERREE

**Response to Comment C-1:** The commenter's opinion regarding the adequacy of 15<sup>th</sup> Street to accommodate material import activities is noted. The past and current condition and/or maintenance of 15<sup>th</sup> Street are not environmental issues related to the project. As necessary and deemed appropriate by the City, the project developer, and/or construction contractor would implement standard pavement protection measures to offset any temporary or permanent defect caused by project-related import operation.

No new impact or increase in severity of an identified impact has been identified by the commenter; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

**Response to Comment C-2:** Per the City's General Plan Final Environmental Impact Report (FEIR) (Page 5-6, Aesthetics):

*...the northern portion of the City is comprised of hilly terrain, providing scenic views of the City and surrounding region. The southern portion of the City is situated at a lower elevation and is relatively flat. The City becomes more urbanized from north to south.*

*Views of these natural visual resources from the southern portion of the City are limited and partially obstructed due to their distance from the mountain range, lower topography, and built out nature of the southern area, as well as the density and orientation of the existing buildings and structures. There are no General Plan designated scenic views or vistas within the City.*

The evaluation of potential impacts to scenic views is limited to those that are experienced from publicly accessible vantage point(s). Views from residential backyards are typically not accessible to the general public; therefore, these views are not considered significant under CEQA. While the commenter claims the change to backyard views would diminish property values, the potential economic and social impacts resulting from a project are not treated as significant effects on the environment under CEQA unless that economic/social impact causes a physical impact (e.g., abandonment and blight) (*CEQA Guidelines*, Section 15131).

While the commenter's opinion is noted, because impacts related to backyard views are not considered significant under CEQA, no new impact or increase in severity of an identified impact has been identified. No revision to the IS/MND is required and recirculation of the document is not warranted.

**Response to Comment C-3:** To predict the future on-site noise environment the project-specific noise report utilized the future long-range worst-case 14,100 average daily trips (ADT) identified in the City of Upland General Plan Final Environmental Impact Report (Table 5.4-4) for 15th Street. Additionally, the noise modeling effort estimated a peak hour volume of 1,410 trips. The Project's estimated to generate 623 daily trips (ADT) and 65 peak hour trips. The Project traffic volumes are included and are well within the values included in the project-specific noise modeling. While the 14,100 ADT grossly overestimates the current vehicle usage of 15th Street, it represents a cumulative, worst case condition that easily accommodates the ADT and peak hour trips anticipated from the proposed project.

Using the 14,100 ADT condition for 15th Street, the noise modeling effort showed that the future unmitigated exterior noise levels along 15th Street would range from 57.0 to 66.4 dBA CNEL at the nearest on-site uses. As noise would be generated from the centerline of 15th Street, it is anticipated that a corresponding noise level would occur at off-site residential uses located south of 15th Street. It must be noted that because the noise model used the 14,100 ADT volume, the unmitigated CNEL noise levels, and therefore, potential noise levels at modeled receptors is grossly overestimated. Along the south side of 15th Street, existing block walls or fencing would provide some attenuation of traffic noise levels.

The traffic noise analysis describes the future worst-case unmitigated noise conditions without accounting for the presence of block walls or fencing on the south side of 15th Street. In addition, the Project is unlikely to generate a barely perceptible noise level increase of 3 dBA (the result of doubling of the existing traffic volumes on the roadway segments conveying Project traffic). Therefore, the potential off-site Project related traffic noise level increases are considered less than significant and no additional noise mitigation is required.

In the absence of any substantial evidence, no new impact or increase in severity of an identified impact has been identified by the commenter; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

**Response to Comment C-4:** The location and design of the project entry points has been reviewed and approved by the City. The commenter's interpretation of General Plan Policy CC-7.3 and preferred alignment is noted and will be considered prior to and during the public hearings for the project. The opinion expressed does not identify a new impact or increase in severity of an identified impact; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

**Response to Comment C-5:** The commenter's interpretation of General Plan Policy CC-7.4 is noted and will be considered prior to and during the public hearings for the project. The opinion expressed does not identify a new impact or increase in severity of an identified impact; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

**Response to Comment C-6:** The IS/MND analysis is based on evidence included in project-specific technical studies. Where potential environmental impacts resulting from the construction and operation of the project have been identified, appropriate mitigation measures and standard conditions have been included in the IS/MND to reduce impacts to a less than significant level. The commenter's "hope" regarding future Planning Commission action is noted and will be fully considered prior to and during any public hearing on the project.

# Letter D

**From:** [LordZ35 Starwarsian](#)  
**To:** [Joshua Winter](#)  
**Subject:** Villa Serena  
**Date:** Monday, December 02, 2019 5:59:57 PM

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Dear Mr. Winter,

I am Dante Zappia, a 7th grade student at Foothill Knolls. I am VERY concerned about the entrance/exit at 15th street. It WILL cause a whole lot of traffic on our street (Fernando AVE). I have a 3rd grade brother and we like to play games with our friends in front of our house. With all this extra traffic it will be extremely dangerous to play our games. By putting an entrance/exit on 15th street you are taking away my safety and my freedom to play/exercise. When these people have parties there will be nowhere to park except on our street, causing OUR street to be EXTREMELY crowded. It WILL also be very noisy and this street WON'T have the quiet peace we all DESERVE. The numbers don't lie, 65 houses = 2 cars per family and 2 trips per day. THAT'S 260 CARS PASSING US EVERY DAY. With all that in mind, please have a happy holiday season knowing you have the ability to keep us safe by not putting an entrance/exit at 15th street.

D-1

## COMMENT LETTER D: DANTE ZAPPIA

**Response to Comment D-1:** Under CEQA, the determination of a project’s potential environmental effect is determined by “substantial evidence” (*CEQA Guidelines*, Section 15064). *CEQA Guidelines* (Section 15384) defines “substantial evidence” as enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency.

Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts. Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts that do not contribute to or are not caused by physical impacts on the environment do not constitute substantial evidence.

Vehicular access to the site is provided from 15<sup>th</sup> Street at two locations. A primary gated community entry for the project is located at the eastern project boundary adjacent to existing residential uses. A second gated entry is provided from 15<sup>th</sup> Street at the western boundary of the project. Fernando Avenue does not provide a direct access to the site. As identified by the City, it is reasonable to conclude project traffic would utilize roadways (Alta, Monte Verde, and Grove Avenues) with a more direct route to the site.

*CEQA Guidelines* Section 15064(d)(3) states an indirect physical change is to be considered only if that change is a reasonably foreseeable impact that may be caused by the project. As there is no certainty if or when project traffic will travel on Fernando Avenue, the opinion that the project would “take away” the safety and freedom of the commenter is speculative.

Each proposed residential unit is provided a two-car garage and two open spaces per unit. On-street parking is permitted on designated segments of the project’s internal street. The opinion that project activities will cause an “extremely crowded” condition on adjacent streets is speculative and unsupported by fact.

A project-specific noise study (IS/MND, Appendix H) was conducted to determine potential traffic-related noise impacts. Based on this analysis, no significant traffic noise impact was determined to exceed established City standards. The commenter’s opinion that the conditions will be “very noisy” is vague and unsupported by evidence.

In the absence of any substantial evidence, no new impact or increase in severity of an identified impact has been identified by the commenter; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

# Letter E

**From:** [Valeria Fisogni](#)  
**To:** [Joshua Winter](#)  
**Subject:** Villa Serena specific plan project  
**Date:** Monday, December 02, 2019 5:49:23 PM

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Good Evening Mr. Winter,

We are concerned with the proposed project plan of Villa Serena; we live on the corner of Fernando Ave at 1445. And have witnessed first hand the illegal activity that happens on 15th St. already. And believe that with the plans of putting 65 more homes, will only increase the traffic that comes down our otherwise quiet street. What are the city's plans regarding opening 15th street? We are afraid of the increase of traffic that will come through, by the building plans.

Would you all consider making our street a cul-de-sac?

Thank you for your time,  
Elvis Martinez  
Ph: 323.353.5255

E-1

## COMMENT LETTER E: ELVIS MARTINEZ

**Response to Comment E-1:** The commenter does not specify the illegal activity witnessed “on 15<sup>th</sup> Street,” nor how the project will contribute to this condition; therefore, this comment does not warrant a response. The commenter directly questions the City’s plans for “opening 15<sup>th</sup> Street” and requests making Fernando Avenue a cul-de-sac. These comments do not identify a specific environmental issue; therefore, they do not warrant a response.

Vehicular access to the site is provided from 15<sup>th</sup> Street at two locations. A primary gated community entry for the project is located at the eastern project boundary adjacent to existing residential uses. A second gated entry is provided from 15<sup>th</sup> Street at the western boundary of the project. Fernando Avenue does not provide a direct access to the site. As identified by the City, it is reasonable to conclude project traffic would utilize roadways (Alta, Monte Verde, or Grove Avenues) with a more direct route to the site.

In the absence of any substantial evidence, no new impact or increase in severity of an identified impact has been identified by the commenter; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

# Letter F

**From:** [Sandra Ramos](#)  
**To:** [Joshua Winter](#)  
**Subject:** Villa Serena Specific Plan  
**Date:** Monday, December 02, 2019 5:10:28 PM

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As a resident of Upland and nearby the Villa Serena Building plan that is being planned I oppose to the building of the new homes to be built in close proximity to each other. I also oppose to the entrance/exit of 15th Avenue and Fernando Avenue. This will cause major traffic in an already dangerous road.

F-1

Sandra Ramos

## COMMENT LETTER F: SANDRA RAMOS

**Response to Comment F-1:** The commenter's opposition to the project is noted. This comment does not identify a specific environmental impact and does not warrant further comment. The commenter's opposition to the planned project entrance is similarly noted. Development of the Specific Plan included a review by City Planning and Public Works staff. The placement and configuration of the project's access points have been developed to accommodate the requirements and standards established by the City.

The project's impact on local traffic operations was addressed through the preparation of a project-specific Traffic Impact Analysis (TIA) (IS/MND, Appendix I.) The project is anticipated to generate a net total of 623 trip-ends per day with 50 a.m. peak hour trips and 65 p.m. peak hour trips. Based on the TIA, no significant Level of Service (LOS) impact was identified at any studied intersection under existing, Opening Year (2020), or Future Year (2040) conditions. The TIA was reviewed and approved by City staff prior to incorporation in the project's IS/MND.

The commenter does not provide any specificity related to the "major traffic in an already dangerous road." In the absence of any substantial evidence, no new impact or increase in severity of an identified impact has been identified by the commenter; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

# Letter G

**From:** [PETE S](#)  
**To:** [Joshua Winter](#)  
**Subject:** Villa Serena Specific Plan  
**Date:** Monday, December 02, 2019 5:15:41 PM  
**Attachments:** [Video.MOV](#)

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Dear Joshua Winter and Upland Council,

As a homeowner of Fernando Avenue just south of this planned project, I oppose the general plan amendment to build 65 homes. I would approve half the amount of homes on that property. I also oppose having an entry and exit at Fernando / 15th Street. This would increase the amount of traffic on my street which contains several turns. This poses a danger to children and pedestrians as we already have a problem with vehicles speeding on our street. Attached is a video of a car racing down our street a couple months ago and crashing into my neighbors trash cans. Please consider our requests to limit the amount of homes to be built and the entry / exit driveway near Fernando.

Thank you,

Peter Shupe  
951-235-0904

G-1

## COMMENT LETTER G: PETER SHUPE

**Response to Comment G-1:** The commenter's opposition to the project and a preferred development density is noted. These comments do not identify a specific environmental impact and do not warrant further comment. The commenter's opposition to the secondary access point is similarly noted. The development of the Specific Plan included a review by City Planning and Public Works staff. The placement and configuration of the project's access points have been developed to accommodate the requirements and standards established by the City. It is reasonable to conclude that vehicles entering/exiting the project would abide by posted and customary traffic controls; therefore, it is speculative to assume the project would pose an additional "danger to children or pedestrians." It should be noted the project includes improvements to 15<sup>th</sup> Street. The developer will construct an additional eight feet of travel area, a new five-foot wide sidewalk, and an eight-foot wide landscaped parkway within the existing right-of-way adjacent to the site, which would improve pedestrian safety in the project area.

In the absence of any substantial evidence, no new impact or increase in severity of an identified impact has been identified by the commenter; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

# Letter H

**From:** [Sandy Sidders](#)  
**To:** [Joshua Winter](#)  
**Subject:** Villa Serena Specific Plan Concerns  
**Date:** Monday, December 02, 2019 5:54:27 PM

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To: Joshua Winters

I am writing with concerns regarding the proposed amendment to the General Plan to support the construction of 65 homes known as Villa Serena. I received a letter and I am opposed to this amendment due to the density of the housing. The General Plan for the City of Upland does not currently allow for this. I live on Diego Way, directly south of the proposed development and this will adversely increase traffic, noise and pollution with all the cars that must pass through our neighborhood to get to this proposed gated community. I believe the general plan would only allow for approximately 1/3 the number of homes or about 25 based on the available acreage for the proposed development. Also, I've seen one map that shows the gate near Fernando would be an entrance and exit and another map shows it only being an exit. This is deceiving. Accurate, clear and concise drawings should be provided to all area residents. As I stated, I am opposed to the proposed amendment to the general plan to cram 7.1 dwelling units per acre.

H-1

H-2

Sincerely,  
Sandra D. Sidders  
1454 Diego Way, Upland CA 91786

## COMMENT LETTER H: SANDRA SIDDRS

**Response to Comment H-1:** The commenter is correct in stating the current General Plan does not designate the site for residential uses. The proposed project includes a General Plan Amendment (GPA) from Public Utilities-Flood Control/Recharge (PU-FC/R) to Villa Serena Specific Plan (SP). California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457) permits the adoption and administration of Specific Plans as an implementation tool for elements contained in the local General Plan. Specific Plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the General Plan. The Villa Serena Specific Plan as reviewed by the City and as incorporated into the IS/MND, provides regulations, guidelines, and standards that are consistent with the applicable City of Upland General Plan goals and policies.

The IS/MND included a detailed discussion of potential air quality, noise, and traffic impacts that could result from the construction and occupation of project. The environmental analysis was supported by project-specific air quality, noise, and traffic impact analyses (IS/MND Appendices, A, H and I, respectively). Through the analysis, it was determined that traffic issues did not exceed established City significance thresholds. With the implementation of mitigation and imposition of standard City conditions, project-related air quality and noise impacts were reduced to less than significant levels (below established thresholds). While the commenter's opposition to the GPA is noted; no specific issue environmental issue has been raised, nor has evidence been cited to counter the findings in the technical studies and/or the IS/MND.

It is not clear what map the commenter is referring to. As stated in the IS/MND (pages 3-41 and 3-76), access to the project site is proposed along 15<sup>th</sup> Street via a primary ingress/egress gate and a secondary access is proposed along the western end of the site. Both will provide residential entry/exit and facilitate entry/exit for emergency and public vehicles (e.g., trash service).

In the absence of any substantial evidence, no new impact or increase in severity of an identified impact has been identified by the commenter; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

# Letter I

**From:** [Robyn Nathan Tan](#)  
**To:** [Joshua Winter](#); [ICE Robyn Michler Tan](#)  
**Subject:** Villa Serena Comments  
**Date:** Monday, December 02, 2019 3:56:06 PM

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Joshua,

Per the NOA/NOI instructions, we are submitting our concerns, outlined below, regarding the Villa Serena development plans.

- Traffic and Safety: Alta and 15th were never intended to handle the traffic and safety risks associated with 120-300+ additional cars driving through the neighborhood.
  - Alta was never meant to be a through-way. There have already been multiple incidents with people running the stop sign and crashing into our property at the juncture of Alta and 15th. Even with the current levels of traffic, cars are driving too quickly down both streets making entrance and egress difficult for existing residents. I-1
  - Based on the experience of long time residents who were promised 14th would not be opened to Campus and saw that promise reneged on, we are also concerned that 15th will eventually be opened to general traffic which would have a substantial negative impact on 15th street and Grove residents since it would be used as a shortcut to the south east side of Upland.
- Quality of life: Preexisting residents had a reasonable expectation that they would not have buildings behind their properties. Additionally, the pads for the houses are currently planned at an altitude of 1424 feet putting them at the same level or above existing residents which means everyone along 15th will lose their view of the mountain range diminishing their property values. I-2
- Health: Further, the construction (dirt, dust, noise) required to fill in this area will be horrendous and can have health consequences for those in the community already struggling with poor air quality in the Inland Empire. I-3
- Wildlife impact - this space has long been a corridor for migrating birds, bobcats, frogs etc. I-4

To address the concerns outlined above, we would request the following adjustments to the proposed plan.

- The entrance to a complex of this size should be coming off a major road like Baseline. Why not seek an easement through the SCE property or backside of the golf course? I-5
- In fairness to the community, construction should be scaled back to end

at the natural delineation line of the existing houses.

- The top of the proposed development should be aligned to the current berm.

As residents of the Upland/Claremont/Rancho community for over 30 years, we recognize that change and new development are inevitable and can be positive for the communities - contingent upon thoughtful implementation. We hope you will help implement these requests to make this project a win for the entire community.

Regards,  
Robyn and Nathan Tan

## COMMENT LETTER I: ROBYN AND NATHAN TAN

**Response to Comment I-1:** The commenter raises questions on past City action and designation of related to Alta Avenue and 15<sup>th</sup> Street. The discretionary land use entitlements associated with the project include Site Plan (SP) No. 18-10, Design Review (DR) No. 18-14, General Plan Amendment (GPA) No. 18-04, Zone Change (ZC) No. 18-04, Tentative Tract (TT) 18-03, Specific Plan (SPR) 18-02, and Environmental Assessment Review (EAR No. 0700) for an Initial Study/Mitigated Negative Declaration for approval, and adoption by the City of Upland. The purpose and intent of the IS/MND for the project is to identify the potential environmental impacts associated with these actions. The IS/MND is not the appropriate venue to consider the intended or actual results of past City actions.

As stated in Section 3.3.17 of the IS/MND, the project's impact on local traffic operations was addressed through the preparation of a project-specific Traffic Impact Analysis (TIA) (IS/MND, Appendix I.) The project is anticipated to generate a net total of 623 trip-ends per day with 50 a.m. peak hour trips and 65 p.m. peak hour trips. Based on the TIA, no significant Level of Service (LOS) impact was identified at any studied intersection under existing, Opening Year (2020), or Future Year (2040) conditions. The TIA was reviewed and approved by City staff prior to incorporation in the project's IS/MND.

While the commenter's concerns are noted; no specific issue environmental issue has been raised, nor has evidence been cited to counter the findings in the technical studies and/or the IS/MND. In the absence of any substantial evidence, no new impact or increase in severity of an identified impact has been identified by the commenter; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

The commenter's comments regarding this issue are noted and will be fully considered as the project is reviewed prior to and during subsequent public hearings.

**Response to Comment I-2:** Per the City's General Plan Final Environmental Impact Report (FEIR) (Page 5-6, Aesthetics):

*...the northern portion of the City is comprised of hilly terrain, providing scenic views of the City and surrounding region. The southern portion of the City is situated at a lower elevation and is relatively flat. The City becomes more urbanized from north to south.*

*Views of these natural visual resources from the southern portion of the City are limited and partially obstructed due to their distance from the mountain range, lower topography, and built out nature of the southern area, as well as the density and orientation of the existing buildings and structures. **There are no General Plan designated scenic views or vistas within the City.***

The evaluation of potential impacts to scenic views is limited to those that are experienced from publicly accessible vantage point(s). Views from residential backyards are typically not accessible to the general public; therefore, these views are not considered significant under CEQA. While the commenter claims the change to backyard views would diminish property values, the potential economic and social impacts resulting from a project are not treated as significant effects on the

environment under CEQA unless that economic/social impact causes a physical impact (e.g., abandonment and blight) (*CEQA Guidelines*, Section 15131).

While the commenter's opinion is noted, because impacts related to backyard views are not considered significant under CEQA, no new impact or increase in severity of an identified impact has been identified. No revision to the IS/MND is required and recirculation of the document is not warranted.

**Response to Comment I-3:** The IS/MND included a detailed discussion of potential air quality and noise impacts that could result from the construction and occupation of project. The environmental analysis was supported by project-specific air quality and noise studies (IS/MND Appendices, A and H, respectively). With the implementation of mitigation and imposition of standard City conditions, project-related air quality and noise impacts were reduced to less than significant levels (below established thresholds (see IS/MND Sections 3.3.3 and 3.3.13 for air quality and noise discussions, respectively).

The commenter does not raise a specific environmental issue, nor has evidence been cited to counter the findings in the technical studies and/or the IS/MND. In the absence of any substantial evidence, no new impact or increase in severity of an identified impact has been identified by the commenter; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

**Response to Comment I-4:** A biological resources field assessment of the site was conducted to assess potential impacts to on-site biological resources (see IS/MND Appendix B). No sensitive biological resources (e.g., sensitive species and critical habitats) have been documented in the immediate area. No special-status plant or wildlife species were observed during the field assessment. As stated in IS/MND Section 3.3.4, to address potential impacts to biological resources, a pre-construction burrowing owl and nesting bird survey is required prior to ground disturbance operations. As required, avoidance buffers would be established around any identified nesting activity. The buffers would be maintained until nesting activity has been completed. Adherence to the mitigation identified in the IS/MND would reduce potential biological resource impacts to a less than significant level.

The project site constitutes a portion of a the existing 15<sup>th</sup> Street flood control detention basin, which is bounded by residential uses and the Upland Hills Country Club on the north, and single-family residential uses on the east, west, and south. Due to the developed nature of the properties surrounding the site, there is no connectivity with natural habitats in the immediate project vicinity. As such, little or no local wildlife movement is expected to occur through the site.

The commenter does not raise a specific environmental issue, nor has evidence been cited to counter the findings in the technical studies and/or the IS/MND. In the absence of any substantial evidence, no new impact or increase in severity of an identified impact has been identified by the commenter; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

**Response to Comment I-5:** The commenter identifies preferred alternative actions related to development of the site. CEQA does not require responses to argument, speculation, or unsubstantiated opinion or narrative. The commenter's opinions and preferences are noted and will be fully considered as the project is reviewed prior to and during subsequent public hearings.

# Letter J

**From:** Caryn Zappia [mailto:caryn.zappia@yahoo.com]  
**Sent:** Monday, December 2, 2019 6:00 PM  
**To:** Joshua Winter <jwinter@ci.upland.ca.us>  
**Subject:** Housing Development Concerns

**WARNING: External email. Please verify sender before opening attachments or clicking on links.**

Good evening,

My name is Caryn Zappia. I am a resident of 1488 Fernando Avenue in Upland. I have lived in Upland for 36 years. I attended Sycamore, Upland Junior High, and Upland High School. My children currently attend Foothill Knolls. I am writing to express my strong opposition to the Villa Serena housing development as it is proposed.

J-1

The gated community as planned will be the FIRST in the city that has entrances and exits that do not open to a major street. 15th Street in this portion of Upland cannot be characterized as a major street as it only has one major cross street. This is problematic due to the sheer number of homes (and their residents' vehicles) planned to be built in this area. Imagine 65 cars driving through the neighborhood streets each morning to get to school and work. This scenario imagines only one car per family. In all other gated communities in Upland, there are multiple exits onto major city streets. The number of cars passing through the neighborhood will greatly impact the pollution to our area and the quality of life. My children ride their bikes in the street and play in the front yard. They walk across the street to visit the neighbors. I have little to worry about because our neighborhood is so calm and peaceful. If this extensive number of homes are built, I will not feel confident about my children's safety as they play in our neighborhood. Additionally, the added number of cars will increase the amount of pollution in our area. We purposefully selected this neighborhood because it is away from busy streets. With fewer homes built in this development, the streets would be less busy and I would not worry about the impact to our quality of life. Our neighborhood would not be a pleasant place to live, thus nullifying our city's motto.

J-2

I understand that development is inevitable, and progress must be made. I understand we have a housing shortage in California. I do not oppose development on this property. My deep opposition is to the excessively high number of home that are being built on that property. I do not think our school has enough facilities to support so many more children at our school, though new enrollment is welcomed. Has the School District been consulted on how this will impact Foothill Knolls?

J-3

I thank you for your attention to my concerns. I look forward to your response to my concerns and to those of my neighbors.

Caryn Zappia  
909-292-6268

## COMMENT LETTER J: CARYN ZAPPIA

**Response to Comment J-1:** The commenter identifies her opposition to the project. CEQA does not require responses to argument, speculation, or unsubstantiated opinion or narrative. The commenter's opinions and preferences are noted and will be fully considered as the project is reviewed prior to and during subsequent public hearings.

**Response to Comment J-2:** The project is anticipated to generate a net total of 623 trips per day with 50 a.m. peak hour trips and 65 p.m. peak hour trips. Based on the TIA, no significant Level of Service (LOS) impact was identified at any studied intersection under existing, Opening Year (2020), or Future Year (2040) conditions. The TIA has been reviewed and approved by City staff prior to incorporation in the project's IS/MND.

Vehicular access to the site is provided from 15<sup>th</sup> Street at two locations. A primary gated community entry for the project is located at the eastern project boundary adjacent to existing residential uses. A second gated entry is provided from 15<sup>th</sup> Street at the western boundary of the project. Fernando Avenue does not provide a direct access to the site. As identified by the City, it is reasonable to conclude project traffic would utilize roadways (Alta, Monte Verde, and Grove Avenues) with a more direct route to the site. Like Fernando Avenue, these streets provide sidewalks on either side of the street, which if used, would provide appropriate pedestrian safety. While the commenter's concerns are noted, it is speculative to assume any increase in vehicle traffic would correspondingly decrease pedestrian safety.

The IS/MND included a detailed discussion of potential air quality impacts that could result from the construction and occupation of project. The environmental analysis was supported by project-specific air quality impact analysis (IS/MND Appendix A). With the implementation of mitigation and imposition of standard City conditions, project-related air quality impacts were reduced to less than significant levels (below established South Coast Air Quality Management District daily thresholds). While the commenter's opposition to the GPA is noted; no specific issue environmental issue has been raised, nor has evidence been cited to counter the findings in the technical studies and/or the IS/MND.

**Response to Comment J-3:** Per California Government Code, "The payment or satisfaction of a fee, charge, or other requirement levied or imposed ... are hereby deemed to be full and complete mitigation of the impacts ... on the provision of adequate school facilities." The project will be required to pay these development fees in accordance with Government Code 65995 and Education Code 17620. Through payment of development fees in accordance with Government Code 65995 and Education Code 17620, impacts associated with the provision of new or physically altered school facilities would be less than significant.

No new impact or increase in severity of an identified impact has been identified by the commenter; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

# Letter K

**From:** [Catina Simons](#)  
**To:** [Joshua Winter](#)  
**Subject:** villa Serena housing on 15 st  
**Date:** Monday, December 02, 2019 5:11:25 PM

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To the Planning of new Housing,

I'm a very concern resident on Fernando Ave. I live south of 15th st in a very quiet and non busy street which I would truly like to keep this way. Your building new houses which is going to impact my street with lots of traffic and people driving up and down our street. At this time we don't have lots of traffic or problems with parking and I truly want to keep it this way due to kids on our street play and run around without worrying about strangers in our area and being hit by traffic on our street. Our crime in our neighborhood will go up greatly and will become unsafe for all due to all the traffic coming and going in this area. I strongly oppose a general plan amendment for this project and an entry and exit for the complex that is proposed for 15th st and Fernando Ave.

K-1

This will cause much more traffic on our street where the entrance and exits are and it will also impact the pollution from the cars and trash from people who will be parking on our street. Each single family homes have at least 2 or 3 cars per home and they will not have room to park and all their guests who come will also need places to park and we do not want it on our street. You are wanting to build too many houses in this one area which there are city codes and we do know that you are not abiding by that code. I have no problems with new things it was just that bringing in more homes on top of each other and trying to get more in to make money is not fair to the residents who purchased their homes in this area knowing that it is a quiet area without lots of traffic going through our street. I feel very safe with how our kids can play and not worry about how many cars they will have to dodge to be able to play safely.

K-2

The City of Upland needs the builder of these homes to conform to the general plan which has been tried and true since the general plan was written in the beginning. I know the money will help Upland but, don't let the city be greedy and roll over to allow these builders to do what they want. You have residents that have been here for a long time and I don't want problems occurring from this new development. I feel 60 homes is too many and the original plan was only 30 homes. I feel you need to keep to the 30 homes and not allow the builders to throw their money at you to be able to break the rule that has been established for a long time. Please listen to our concerns and make your residents proud of the council that they voted in or has supported. We truly pray that you make the right decision.

K-3

Truly,

CLF

Sent from Outlook

## Comment Letter K: CATINA SIMONS

**Response to Comment K-1:** As stated in Section 3.3.17 of the IS/MND, the project's impact on local traffic operations was addressed through the preparation of a project-specific Traffic Impact Analysis (TIA) (IS/MND, Appendix I.) The project is anticipated to generate a net total of 623 trip-ends per day with 50 a.m. peak hour trips and 65 p.m. peak hour trips. Based on the TIA, no significant Level of Service (LOS) impact was identified at any studied intersection under existing, Opening Year (2020), or Future Year (2040) conditions. The TIA was reviewed and approved by City staff prior to incorporation in the project's IS/MND.

The commenter's claim that the project will impact pedestrian safety and increase crime in the neighborhood is speculative and unsupported by fact; therefore, no response can be provided. The commenter's opinions are noted and will be fully considered as the project is reviewed prior to and during subsequent public hearings.

**Response to Comment K-2:** Each proposed residential unit is provided a two-car garage and two open spaces per unit. On-street parking is permitted on designated segments of the project's internal street. The opinion that project activities will cause an "extremely crowded" condition on adjacent streets is speculative and unsupported by fact.

Vehicular access to the site is provided from 15<sup>th</sup> Street at two locations. A primary gated community entry for the project is located at the eastern project boundary adjacent to existing residential uses. A second gated entry is provided from 15<sup>th</sup> Street at the western boundary of the project. Fernando Avenue does not provide a direct access to the site. As identified by the City, it is reasonable to conclude project traffic would utilize roadways (Alta, Monte Verde, and Grove Avenues) with a more direct route to the site. Like Fernando Avenue, these streets provide sidewalks on either side of the street, which if used, would provide appropriate pedestrian safety. While the commenter's concerns are noted, it is speculative to assume any increase in vehicle traffic would correspondingly decrease pedestrian safety.

The IS/MND included a detailed discussion of potential air quality impacts that could result from the construction and occupation of project. The environmental analysis was supported by project-specific air quality impact analysis (IS/MND Appendix A). With the implementation of mitigation and imposition of standard City conditions, project-related air quality impacts were reduced to less than significant levels (below established South Coast Air Quality Management District daily thresholds).

**Response to Comment K-3:** The proposed project includes a General Plan Amendment (GPA) from Public Utilities-Flood Control/Recharge (PU-FC/R) to Villa Serena Specific Plan (SP). California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457), permits the adoption and administration of Specific Plans as an implementation tool for elements contained in the local General Plan. Specific Plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the General Plan. The Villa Serena Specific Plan as reviewed by the City and as incorporated into the IS/MND, provides regulations, guidelines, and standards that are consistent with the applicable City of Upland General Plan goals and policies.

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While the commenter's opinion that "60 homes is too many" is noted, no specific issue environmental issue has been raised, nor has evidence been cited to counter the findings in the technical studies and/or the IS/MND. The commenter's opinion will be fully considered prior to and during subsequent public hearings related to the project.

**From:** [Roger Flores](#)  
**To:** [Joshua Winter](#)  
**Subject:** Villa serena specific plan  
**Date:** Monday, December 09, 2019 8:57:31 AM

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I'm a resident on Fernando ave south of 15th st and I strongly oppose a general plan amendment for this project and an entry and exit for the complex that is proposed at 15th st and Fernando Ave. This will produce more traffic on the streets where the entrance/exits are and it will also impact the pollution from these vehicles especially long term as the single family household vehicle goes from 2 to 4 vehicle per household. The city of Upland needs the builder of these homes to conform to the general plan which has been tried and true since the general plan was written. This project will also make the neighborhood look out of conformity if the general plan is amended. Also, since it will be a private community, it will cause more street parking outside of the community and onto nearby streets.

## COMMENT LETTER L: ROGER FLORES

**Response to Comment L-1:** As stated in Section 3.3.17 of the IS/MND, the project's impact on local traffic operations was addressed through the preparation of a project-specific Traffic Impact Analysis (TIA) (IS/MND, Appendix I.) The project is anticipated to generate a net total of 623 trip-ends per day with 50 a.m. peak hour trips and 65 p.m. peak hour trips. Based on the TIA, no significant Level of Service (LOS) impact was identified at any studied intersection under existing, Opening Year (2020), or Future Year (2040) conditions. The TIA was reviewed and approved by City staff prior to incorporation in the project's IS/MND.

The IS/MND included a detailed discussion of potential air quality impacts that could result from the construction and occupation of project. The environmental analysis was supported by project-specific air quality impact analysis (IS/MND Appendix A). With the implementation of mitigation and imposition of standard City conditions, project-related air quality impacts were reduced to less than significant levels (below established South Coast Air Quality Management District daily thresholds).

The proposed project includes a General Plan Amendment (GPA) from Public Utilities-Flood Control/Recharge (PU-FC/R) to Villa Serena Specific Plan (SP). California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457) permits the adoption and administration of Specific Plans as an implementation tool for elements contained in the local General Plan. Specific Plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the General Plan. The Villa Serena Specific Plan as reviewed by the City and as incorporated into the IS/MND, provides regulations, guidelines, and standards that are consistent with the applicable City of Upland General Plan goals and policies.

Each proposed residential units is provided a two-car garage and two open spaces per unit. On-street parking is permitted on designated segments of the project's internal street. The opinion that project activities will cause an "extremely crowded" condition on adjacent streets is speculative and unsupported by fact.

The commenter's opinions will be fully considered prior to and during subsequent public hearings related to the project. No new impact or increase in severity of an identified impact has been identified by the commenter; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

**From:** [Brenda Robles](#)  
**To:** [Joshua Winter](#)  
**Subject:** Housing on 15th  
**Date:** Monday, December 09, 2019 8:57:27 AM

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Mr. Winter,

We would like to address our concerns about the number of units going up on 15th Street. We want to express that we bought our house in this quiet neighborhood away from crime and busy streets. I would like to oppose the idea of 60 homes being built versus the thirty homes originally stated.

I would also like to oppose the opening up of the nearby streets to Campus and Fernando Avenue.

Thank you for your consideration,  
Brenda Robles

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## COMMENT LETTER M: BRENDA ROBLES

**Response to Comment M-1:** The commenter's opinions are noted and will be fully considered prior to and during subsequent public hearings related to the project. No specific environmental issue has been raised, nor has evidence been cited to counter the findings in the technical studies and/or the IS/MND. No new impact or increase in severity of an identified impact has been identified by the commenter; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

**From:** [Teena Romero](#)  
**To:** [Joshua Winter](#)  
**Subject:** File No.: Tract 20245 Proposed Development of 65 single Family Homes  
**Date:** Monday, December 09, 2019 8:56:36 AM

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Dear Joshua,

My husband and I live on the corner of 15th and Fernando Street within walking distance of your proposed project. We have some concerns with your project impacting our neighborhoods way of life for example this is a very quiet neighborhood with hardly no cars parked on sidewalks. With your project it will increase the traffic flow and safety of our children playing outside. As of now we have not experienced that with our quiet neighborhood. We would like to know what safety measures your company is willing to make in behalf of our neighborhood? And also we are concerned on the two way entrance on the map it shows that one entrance will be in front of our neighborhood, it goes back to the threat and safety of our neighborhood. Having a higher volume of traffic and cars possibly speeding. Our last concern with your proposed project houses are being built so close together. Which will not leave parking spaces in that community which will reflect cars being parked in our neighborhood and threatens again our children's safety. We will be attending the council meeting along with other neighbors.

Thank you,

Teena And Jaime Romero

## COMMENT LETTER N: TEENA ROMERO

**Response to Comment N-1:** Each proposed residential units is provided a two-car garage and two open spaces per unit. On-street parking is permitted on designated segments of the project's internal street. Vehicular access to the site is provided from 15<sup>th</sup> Street at two locations. A primary gated community entry for the project is located at the eastern project boundary adjacent to existing residential uses. A second gated entry is provided from 15<sup>th</sup> Street at the western boundary of the project. Fernando Avenue does not provide a direct access to the site. It is reasonable to conclude project traffic would utilize roadways (Alta, Monte Verde, and Grove Avenues) with a more direct route to the site. Like Fernando Avenue, these streets provide sidewalks on either side of the street, which if used, would provide appropriate pedestrian safety. While the commenter's concerns are noted, it is speculative to assume any increase in vehicle traffic would correspondingly decrease pedestrian safety.

The commenter's opinions will be fully considered prior to and during subsequent public hearings related to the project. No new impact or increase in severity of an identified impact has been identified by the commenter; therefore, no revision to the IS/MND is required and recirculation of the document is not warranted.

Peter C. Jackson  
1437 Carlos Way  
Upland, CA 91786  
909-373-6902  
[pcjackson.11@gmail.com](mailto:pcjackson.11@gmail.com)

Monday, December 2, 2019

Joshua Winter, Associate Planner  
City of Upland  
Development Services Department/Planning Division  
460 North Euclid Avenue  
Upland, CA 91786  
[jwinter@ci.upland.ca.us](mailto:jwinter@ci.upland.ca.us)

Dear Mr. Winter:

I am writing this email regarding the conversation we had today, and the concerns I have about the Villa Serena Project, specifically the IS/MND.

The City of Upland is proposing a new residential area to be built at the site of the 15th Street Detention Basin. As you know, this basin is currently used as flood control for the surrounding neighborhoods. It has been determined that it will be safe to reduce the size of the basin from 154.76 acre feet at elevation of 1,430 feet down to 60.9 acre feet at elevation of 1,427 feet, with a peak flow discharge at 246 c.f.s. My concern is that it seems this decision was based on data from the County of San Bernardino Hydrology Manual dated 1989. This data is 30 years old. Because of my concerns about the amount of rain we were experiencing, I took video footage of the basin during a storm on January 17, 2019. Severe rainfall filled the basin, by my estimation, at least three to five feet along the entire length of the basin. I am happy to make this footage available for evaluation, and I believe it would be beneficial. Due to changes in our climate and weather patterns, I feel it would be prudent to re-evaluate the rainfall intensity data used in this study.

Another concern is the added run-off that will result from the new construction (streets, roofs, driveways, etc.) that will increase surface run-off by approximately six to seven acres, by my estimation.

I plan on attending the public hearing for the Upland Planning Commission on 12/11/2019 at 6:30 pm. I appreciate your attention to this situation, as it will affect the lives and well-being of the Upland community. Thank you.

Sincerely,

Peter C. Jackson

## COMMENT LETTER O: PETER JACKSON

**Response to Comment O-1:** The modified basin will be graded to create a new basin footprint. A new berm will be created between the basin and development site. From the top of the berm, a new slope will be graded to the bottom of the modified basin (approximately 1,410 feet above mean sea level). Modifications to the bottom of the remaining basin will be made from the toe of the new slope to a point approximately 900 linear feet to the east, by grading the bottom of the basin in this area to an elevation of approximately 1,410 feet from an existing elevation of 1,414 to 1,415 feet (essential lowering the bottom of the basin to fully accommodate anticipated flows.)

The proposed basin modifications have been reviewed by the City and will be designed and installed per applicable City and San Bernardino County criteria (see IS/MND Appendices G1-G5). As detailed in IS/MND Section 3.3.10, the increased depth will provide 0.5 feet of freeboard between the emergency spillway crest and the 100-year water surface elevation. The emergency spillway will be constructed for the 1,000-year event ( $1.35 \times 100$ -year flow rate) in accordance with San Bernardino County Detention Basin Design Criteria, with the required freeboard to the top of the dam embankment to be above the 1,000-year water surface elevation. Using a 9-foot wide by 1.5-foot high opening, the maximum water surface elevation is projected to be 1,426.1 feet with a peak discharge of 246.7 cubic feet per second. This meets the peak discharge and maximum 100-year water surface elevation goals. The box weir outlet system would be designed to pass through the 200- to 500-year storm, with the emergency spillway providing discharge capacity for larger events. As the box weir outlet system can accommodate flows well in excess of the 100-year storm event, it is unlikely flows over the emergency spillway would occur during foreseeable storm events.

The commenter's observations are noted and will be considered fully prior to and during any public hearing related to the project. No new impact or increase in severity of an identified impact has been identified. No revision to the IS/MND is required and recirculation of the document is not warranted.

**Exhibit D – Villa Serena  
Public Notice for 1/22/2020**





## CITY OF UPLAND

### City of Upland Planning Commission Notice of Continued Public Hearing

**NOTICE IS HEREBY GIVEN** pursuant to Section 54955 of the Government Code that on December 11, 2019, the Planning Commission of the City of Upland held a Public Hearing at the Upland City Hall, located at 460 North Euclid Avenue, Upland, CA 91786. The Planning Commission of the City of Upland continued the public hearing to Wednesday, January 22, 2020 at 6:30 p.m., or as soon thereafter as the case may be heard, in the Council Chambers of the Upland City Hall, 460 North Euclid Avenue, Upland, CA 91786, to consider a request for approval of:

**Project Title:** The Villa Serena Specific Plan

**Project No.:** SPECIFIC PLAN NO. SPR-18-02, GENERAL PLAN AMENDMENT NO. GPA-18-04, ZONE CHANGE NO. ZC-18-04, TENTATIVE TRACT NO. 20245 (TT-18-03), SITE PLAN NO. SP-18-10, DESIGN REVIEW NO. DR-18-14, AND ENVIRONMENTAL ASSESSMENT REVIEW NO. EAR-0070.

**Project Location:** The Project Site constitutes a 9.2-acre portion of the existing 15th Street flood control detention basin located North of E. 15<sup>th</sup> Street, South of the Upland Hills Golf Course, East of Campus Avenue and West of Grove Avenue. The project site is further described as Assessor's Parcel Numbers 1045-121-04 and 1045-151-35.

**Project Description:** The project involves the establishment of a Residential Specific Plan for the development a gated residential community that consists of 65 single-family detached residential units at a density of 7.1 dwelling units per acre and on-site active and passive recreational amenities to be provided within the common area open space on an existing 9.2-acre portion of the 15<sup>th</sup> street flood control detention basin. The Project includes modifications (including relocation of existing basin infrastructure) to the existing basin to accommodate the residential site and maintain a fully operational flood control and retention facility on the remaining 11.1 acres of the basin area.

**Applicant:** FH II, LLC, c/o Tim Nguyen, 2151 E. Convention Center Way #100, Ontario, CA 91764.

**Environmental Assessment:** The Initial Study has been undertaken to determine if the proposed project may have a significant effect on the environment. The Initial Study was prepared and completed in accordance with the California Environmental Quality Act (CEQA) Guidelines. On the basis of the Initial Study, the City of Upland has concluded that the project would have a significant impact, unless mitigated, therefore a Draft Mitigated Negative Declaration (MND) was prepared. The MND reflects the independent judgment of the City as a lead agency per CEQA Guidelines. The project site is not on a list compiled pursuant to Government Code section 65962.5 and is not considered a project of statewide, regional or area-wide significance and would not affect highways or other facilities under the jurisdiction of the State of California Department of Transportation.

Notice and conduct of public hearing will be in accordance with all pertinent provisions of Chapter 2.7 (Planning and Zoning) of the Government Code of the State of California and Upland Municipal Code Title 17 (Planning and Zoning). All plans, environmental information, and other data pertinent to the proposed project are filed in the City of Upland's Development Services Department and will be available for inspection prior to the public hearing. All interested persons are invited to attend this public hearing and express their opinions for or against the proposal.

If you challenge this project, or the related environmental determination in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City of Upland, at or prior to, the public hearing.

If you have any questions, please contact Joshua Winter, Associate Planner, at [jwinter@ci.upland.ca.us](mailto:jwinter@ci.upland.ca.us) or by phone at (909) 931-4143.



Robert D. Dalquest, Secretary  
Upland Planning Commission



# **PLANNING COMMISSION REPORT**

## **ITEM NO. 2**

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**DATE: JANUARY 22, 2020**

**TO: PLANNING COMMISSION**

**FROM: ROBERT D. DALQUEST, DEVELOPMENT SERVICES DIRECTOR**

**PREPARED BY: JOSHUA WINTER, ASSOCIATE PLANNER**

**SUBJECT: CONDITIONAL USE PERMIT NO. 19-05, TENTATIVE PARCEL MAP NO. 19435 (TPM-19-01), SITE PLAN NO. 19-02, DESIGN REVIEW-NO. 19-02 AND ENVIRONMENTAL ASSESSMENT REVIEW NO. EAR-0079 TO SUBDIVIDE AN EXISTING 3.8 ACRE PARCEL INTO 2 PARCELS, ONE BEING 2.5 ACRES AND ONE BEING 1.3 ACRES. THE REQUEST INCLUDES THE DEVELOPMENT OF 60 TOWNHOUSE APARTMENTS WITHIN ELEVEN BUILDINGS AT A DENSITY OF 24 UNITS PER ACRE INCLUDING ASSOCIATED IMPROVEMENTS ON THE 2.5 ACRE PARCEL LOCATED AT 790 MESA COURT (APN: 1046-102-13).**

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### **PROJECT BACKGROUND**

The Planning Commission held a Public Hearing regarding this project on December 11, 2019 (See Exhibit B – Planning Commission Packet from December 11, 2019). During the Public Hearing, multiple residents spoke about the project, specifically concerned with traffic and safety along Campus Avenue. Concerns included an unsafe pedestrian crosswalk at the intersection of Mesa Court and Campus Avenue and vehicle parking on the east side of Campus Avenue which blocks visibility for motorists at the intersection of Campus Avenue and the alley located approximately 200 feet north of 11<sup>th</sup> Street.

Citing these concerns, the Planning Commission moved to continue the item so that Public Works staff could review the issues along Campus Avenue, and identify improvements that could be made along Campus Avenue prior to taking action on

the Project. As such, the Public Works Director, made a visit the area to identify possible improvements.

As existing, Campus Avenue, between Mesa Court and 11<sup>th</sup> Street does not allow parking on the west side of Campus Avenue, but does allow parking on the east side. On the east side of Campus Avenue, one area, 175 feet south of the Mesa Court intersection with Campus Avenue, does not allow for parking (See Exhibit C – Campus Avenue Existing Condition). The Public Works Director has identified three (3) areas of improvement, to create a safer environment along Campus Avenue, which include:

1. No parking on Campus Avenue, within 175 feet south of the Campus Avenue and the alley intersection.
2. No parking on Campus Avenue, within 45 feet north of the Campus Avenue and the alley intersection.
3. Potential additional striping provisions at the Mesa Court intersection with Campus Avenue and in the current no parking area 175 feet south of Mesa Court. Additional evaluation is needed to determine the appropriateness of additional striping provisions.

These improvements will improve visibility for motorist along Campus Avenue, and motorists entering Campus Avenue from the alley, as well as improving the safety of pedestrians using the crosswalk at Mesa Court and Campus Avenue. The Public Works Director has provided an Exhibit to show the parking plan, and the standards for sight distance at and uncontrolled intersection used by Public Works to determine appropriate distances for no parking areas (See Exhibit D – Public Work Plan and Standards). In addition, the Public Works Director has already instructed staff to move forward with the improvements.

Finally, the Public Works Director did look at the potential to completely eliminate parking on the east side of Campus Avenue between Mesa Court and 11<sup>th</sup> Street, but does not support that idea because, not only would that dramatically reduce needed parallel parking, but the parked cars act as a traffic calming measure, needed along Campus Avenue. With the road completely open, motorists would likely speed up, creating additional safety concerns.

### **RECOMMENDATION**

The Planning Division recommends that the Planning Commission adopt a Resolution entitled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF UPLAND APPROVING CONDITIONAL USE PERMIT NO. 19-05, TENTATIVE PARCEL MAP NO. 19435 (TPM-19-01), SITE PLAN NO. 19-02, DESIGN REVIEW-NO. 19-02 AND ENVIRONMENTAL ASSESSMENT REVIEW NO. EAR-0079 TO SUBDIVIDE AN EXISTING 3.8 ACRE PARCEL INTO 2 PARCELS, ONE BEING 2.5 ACRES AND ONE BEING 1.3

ACRES AND THE APPROVAL FOR THE DEVELOPMENT OF 60 TOWNHOUSE APARTMENTS WITHIN ELEVEN BUILDINGS AT A DENSITY OF 24 UNITS PER ACRE INCLUDING ASSOCIATED IMPROVEMENTS ON THE 2.5 ACRE PARCEL LOCATED AT 790 MESA COURT (APN: 1046-102-13).

**MOTION**

- Find that the project is Categorically Exempt from environmental proceedings pursuant to Article 19, Section 15332, In-Fill Development Projects, Class 32 (a-e), of the California Environmental Quality Act; and
- Move to adopt a Resolution Approving Conditional Use Permit No. CUP-19-05, Tentative Parcel Map No. TPM-19-01, Site Plan No. SP-19-02, Design Review No. DR-19-02.

**EXHIBITS**

- Exhibit A: Revised Draft Resolution  
Exhibit B: Planning Commission Packet from December 11, 2019  
Exhibit C: Campus Avenue Existing Condition  
Exhibit D: Public Work Plan and Standards

# **Exhibit A – Revised Draft Resolution**



**RESOLUTION NO.**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF UPLAND APPROVING CONDITIONAL USE PERMIT NO. 19-05, TENTATIVE PARCEL MAP NO. 19435 (TPM-19-01), SITE PLAN NO. 19-02, AND DESIGN REVIEW-NO. 19-02 TO SUBDIVIDE AN EXISTING 3.8 ACRE PARCEL INTO 2 PARCELS, ONE BEING 2.5 ACRES AND ONE BEING 1.3 ACRES AND THE APPROVAL FOR THE DEVELOPMENT OF 60 TOWNHOUSE APARTMENTS WITHIN ELEVEN BUILDINGS AT A DENSITY OF 24 UNITS PER ACRE INCLUDING ASSOCIATED IMPROVEMENTS ON THE 2.5 ACRE PARCEL LOCATED AT 790 MESA COURT (APN: 1046-102-13).**

## Intent of the Parties and Findings

WHEREAS, Soroush Rahbari. (Applicant) has filed applications requesting approval of the Project;

WHEREAS, California Government Code Section 65402 requires the City to determine that the location, purpose and extent of the proposed street vacation is in conformance with the General Plan. The Planning Commission is the review authority tasked with making the General Plan Conformity Determination;

WHEREAS, Upland Municipal Code Section 17.43.050 E. Requires that if one or more permit application is submitted concurrently for a single proposed project, each application shall be acted upon concurrently by the highest review authority. In this case, the highest review authority is the City Council, therefore the Planning Commission shall make a recommendation to the City Council;

WHEREAS, Upland Municipal Code Section 17.44 provides that the Planning Commission may attach conditions to the approval of the project as needed to ensure compliance with the Zoning Ordinance, other City Ordinances, the General Plan, and any other applicable community or specific plan, previously approved subdivisions and parcel maps and easements;

WHEREAS, the project is considered a project as defined by the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq.;

WHEREAS, The Development Services Director has determined that the project qualifies for a Categorical Exemption from the provisions of CEQA per Section 15332, Class 32, In-Fill Development Projects, of the CEQA Guidelines;

WHEREAS, The City of Upland Planning Division on November 27, 2019, posted two (2) true and correct copies of the legal notice at the Upland City Hall Bulletin Board and at the Upland Public Library in accordance with the Upland Municipal Code Section 17.46.020;

WHEREAS, The City of Upland Planning Division on November 27, 2019, mailed the public hearing notice to each property owner within a 300-foot radius of the

project site indicating the date and time of the public hearing in compliance with state law concerning the Project;

WHEREAS, The City of Upland Planning Division on November 29, 2019, published a legal notice in the Inland Valley Daily Bulletin, a local paper of general circulation, indicating the date and time of the public hearing in compliance with state law concerning the Project; and

WHEREAS, The City of Upland Planning Commission conducted a duly noticed public hearing on December 11, 2019 and January 22, 2020, at which time it received public testimony concerning the Project, and considered the CEQA Exemption for the proposed project and the project itself.

NOW, THEREFORE, the Planning Commission hereby finds, determines and resolves as follows:

Section 1. Actions the Planning Commission has taken:

- A. Found that the project is Categorically Exempt from environmental proceedings pursuant to Article 19, Section 15332, In-Fill Development Projects, Class 32 (a-e), of the California Environmental Quality Act, since the proposed project is consistent with applicable general plan designations and policies as well as applicable zoning designation and regulations; occurs within city limits on a property that is no more than five acres substantially surrounded by urban uses; has no value as habitat for endangered, rare or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services.
- B. Approve Conditional Use Permit No. CUP-19-05, Tentative Parcel Map No. 19435 (TPM-19-01), Site Plan No. SP-19-02, Design Review No. DR-19-02 to subdivide an existing 3.8 acre parcel into 2 parcels, one being 2.5 acres and one being 1.3 acres. The approval includes the development of 60 townhouse apartments within eleven buildings at a density of 24 units per acre including associated improvements on the 2.5 acre parcel.

Section 2. FINDINGS. The Planning Commission hereby makes the following findings and determinations in connection with the approval of the Project:

- A. The above Recitals are true and correct.
- B. The project is consistent with the following General Plan Policies:
  1. Policy LU-1.2 Permitted Densities and Intensities. Ensure existing and future zoning designations correspond to the permitted density and intensity ranges as listed in Table LU-1 of the Land Use Element.  
Fact: The project density is 24 dwelling units/acre, which is allowed within the General Plan Land Use Designation and Zone.

2. Policy LU-1.5 Range of Housing Types and Densities. Provide high-quality housing in a range of types, densities, and unit sizes that meets the housing needs of residents of all income levels.

Fact the project provides townhome style apartment units that will meet the needs of housing seekers at the Market-rate level. The Project adds to the City's housing stock for renters in the City's efforts to address the housing needs of all income levels.

3. Policy LU-4.1 Infill Development. Encourage mixed-use, infill development on brownfields or underutilized parcels, particularly near public transit and within the historic downtown.

Fact: The project will fill a currently underutilized parcel. The site is surrounded by built urban environment and is served by existing infrastructure and roadways.

4. Policy CC-2.5 Neighborhood Amenities. Encourage appropriately scaled community-supportive facilities and services within all neighborhoods to enhance neighborhood identity and provide convenient access within walking and biking distance of residents.

Fact: The project will provide multiple recreation facilities for its residents, including a central park with tot lot and exercise area, as well as two Barbecue areas. Further, the project is within walking distance to multiple Commercial uses, including the Upland Country Village shopping center.

- C. Per Section 17.44.040 F. the Planning Commission may approve an application for a Conditional Use Permit only if the proposed project complies with applicable standards in the Zoning Ordinance, other City ordinances, the General Plan, and any other applicable community or specific plans, and as supported by all of the following findings:

1. Finding - The location, size, design, and operating characteristics of the proposed use will be compatible with the existing and future land uses near the subject property.

Evidence – The location, size, design, and operating characteristics of the proposed use will be compatible with the existing and future land uses near the subject property in that the use is surrounded primarily by residential land uses. The development meets all applicable development standards and the operation of the use will not result in any significant impacts to the environment or surrounding uses.

2. Finding - The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g. fire and medical) access and public services and utilities.

Evidence – The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency (e.g. fire and medical) access and public services and utilities because the proposed use meets or exceeds all applicable development standards for the zone. The site provides for adequate fire lanes and access for emergency and/or public service vehicles.

3. Finding - The proposed use will not be detrimental to the public health, safety, and welfare of the persons residing or working in the neighborhood of the proposed use.

Evidence – No evidence exists to suggest that the proposed use will be detrimental to or endanger the public health, safety, or general welfare. The project will result in the elimination of a large vacant property. The project will not result in any significant impacts to the environment or surrounding uses.

- D. Upland Municipal Code Section 17.44.080(F) provides that the Planning Commission, before it may approve a Tentative Tract Map shall make the following findings:

1. Finding: No Lots shall be created without frontage on a public street, except lots created in conjunction with approved private access easements.

Evidence: The 2.5-acre Parcel will be landlocked as a result of the subdivision, therefore the applicant will dedicate an easement for public use along the existing drive isle at the east boundary of the site, from Mesa Court to the southern boundary of the project site. The dedication will result in a minimum 26-foot drive isle with curb gutter, and a 5 foot sidewalk provided for pedestrian access to the site.

2. Finding: The side lines of the lots shall run at right angles or radially to the street upon which the lot fronts, except where impractical by reason of unusual topography.

Evidence: The side lines of all lots run at right angles or radially to the street upon which the lot fronts.

3. Finding: Lots shall be equal or larger in measure than the prevalent size of existing lots in the surrounding area except where a deliberate change in the character of the area has been initiated by the adoption of a specific plan, a change in zone or general plan designation.

Evidence: The project will result in 2 parcels, one being 2.5 acres and one being 1.3 acres. Surrounding parcels range from .25 acres to 2.8 acres, therefore the new lots are consistent with the lots in the surrounding the Project.

4. Finding: The site is physically suitable for the proposed type and density of development.

Evidence: The site is physically suitable for the proposed type and density of development in that, the proposed density is within the limitations for the zone, the site contains adequate common open space amenities and parking for the project, the site meets all applicable development standards, and the site maintains adequate space for needed infrastructure improvements.

5. Finding: The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Evidence: The project site has no value as a habitat for endangered, rare or threatened species and approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, therefore, the design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

6. Finding: The design of the subdivision or type of improvements is not likely to cause problems to the public health, safety, or welfare.

Evidence: The design of the subdivision provides for access improvements that provide for adequate emergency vehicle access, vehicle and pedestrian circulation. The type of improvements meet the requirements of the Upland Zoning Code. The project was reviewed and appropriately conditioned by Police and Fire services. Therefore, the design of the subdivision or type of improvements is not anticipated to cause problems to the public health, safety, or welfare of the community.

7. Finding: The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the review authority may approve a map if it finds that alternative easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public.

Evidence: The Public Works Department has reviewed the proposed design of the subdivision and has determined there are no conflicts with existing easements.

8. Finding: The design of the subdivision provides to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

Evidence: The project provides adequate space between buildings to allow for natural airflow. The subdivision provides adequate space for trees in the project which will provide some natural shading. Buildings will include eaves that provide additional shade on building walls and all roofs will be solar ready as required by the California Building Code. Buildings are also required to comply with Title 24 energy requirements.

E. Upland Municipal Code Section 17.44.030(H) provides that the approval body, before it may approve a Development Plan (Site Plan and Design Review), shall make a determination to allow the activity based upon the following findings:

1. Finding: The design and layout of the proposed project will not interfere with the use and enjoyment of existing and future neighboring properties and structures.

Evidence: The design and layout of the project includes the construction of a private drive isle and circulation improvements. The project meets or exceeds required development standards including open space and parking requirements. A traffic analysis was prepared for the project and found that the project would not result in any significant impacts to the surrounding neighborhood. Therefore, the proposed project will not interfere with the use and enjoyment of existing and future neighboring properties and structures.

2. Finding: The proposed architectural design makes use of appropriate materials, texture, and color, and will remain aesthetically appealing and appropriately maintained.

Evidence: The proposed architectural design makes use of gable pop-outs, varied setbacks and recessed porches, masonry materials and stucco walls in multiple colors that create aesthetically appealing buildings. Conditions of approval are included to ensure the buildings will remain aesthetically appealing and appropriately maintained.

3. Finding: The proposed landscaping design, including color, location, size, texture, type, and coverage of plant materials, as well as provisions for irrigation, maintenance, and protection of landscaping elements, will complement structures and provide an attractive environment.

Evidence: The preliminary landscape plan proposes the use of plant material that provide varied color and texture. The plans shows landscaping that includes a variety of plants materials, distinct in color and size, as well a large number of new trees all of which will be maintained by the property owner. Conditions of approval are included requiring the submittal of Final Landscape and Irrigation plans for review and approval. Therefore, the proposed landscaping design is sufficient in terms of color, location, size, texture, type, and coverage of plant materials, as well as provisions for irrigation, maintenance, and protection of landscaping elements, will complement structures and provide an attractive environment.

4. Finding: The proposed design will not be materially detrimental to the public health, safety, or welfare, or be injurious to the property or improvements in the vicinity of the proposed project.

Evidence: The proposed design includes adequate Emergency Vehicle Access. The project has been conditioned by the Upland Police Department with multiple safety requirements, and will include complete plan check reviews by the Upland Building Division and San Bernardino County Fire Department thereby protecting safety and welfare. Improvements in the vicinity of the project include improved circulation around the project site, beneficial to the properties in the vicinity of the proposed project. Therefore, the proposed design will not be materially detrimental to the public health, safety, or welfare, or be injurious to the property or improvements in the vicinity of the proposed project.

Section 3. DETERMINATION. In light of the evidence presented at the hearing on this application, and based on the findings set forth above, the Planning Commission hereby finds that the requirements necessary for the approval of the Project, subject to all applicable provisions of the Upland Municipal Code, and the following conditions of approval:

#### 10.0 General Conditions

- 10.1 All Ordinances, Policy Resolutions, and Standards of the City in effect at the time this project is approved shall be complied with as a condition of this approval.
- 10.2 The project shall comply with development standards and guidelines prescribed within the Upland Municipal Code.
- 10.3 Prior to issuance of future permits, all tract maps and development plans shall be subject to plan check with the Planning Division, Building Division, Engineering Division, Public Works Department and Fire Department.
- 10.4 No construction or grading shall commenced until the applicable final maps, final grading and improvement plans have been approved.
- 10.5 No building permits shall be issued until rough grading has been certified by the Engineer of Record, and a building permit has been issued by the Building Division.
- 10.6 All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash, and debris at all times. Dead, damaged, and/or missing landscaping shall be replaced/replanted, subject to the satisfaction of the Planning Division.
- 10.7 To the fullest extent permitted by law, the Applicant shall indemnify, defend and hold the City, its elected officials, officers, contractors

serving as City officers, agents, and employees ("Indemnitees") free and harmless from: (i) any and all claims, liabilities and losses whatsoever occurring or resulting to any and all persons, firms, entities, or corporations furnishing or supplying work, services, materials, or supplies in connection with, or related to, the performance of work or the exercise of rights authorized by approval of the project; and (ii) any and all claims, lawsuits, liabilities, and/or actions arising out of, or related to the approval of Conditional Use Permit No. CUP-19-05, Tentative Parcel Map No. TPM-19-01, Site Plan No. SP-19-02, Design Review No. DR-19-02 (Project) and/or the granting or exercise of the rights authorized by said approval; and (iii) from any and all claims, liabilities and losses occurring or resulting to any person, firm, entity, corporation for property damage, personal injury, or death, arising out of or related to the approval of, or exercise of rights granted by, this Project. Applicant's obligation to indemnify, defend, and hold the Indemnitees free and harmless as required hereinabove shall include, but is not limited to, paying all fees and costs incurred by legal counsel of the Indemnitees' choice in representing the Indemnitees in connection with any such claims, losses, lawsuits, or actions, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such lawsuit or action.

- 10.8 The applicant and recorded property owner of the property shall submit to the Development Services Department written evidence of agreement with all conditions of this approval before the approval becomes effective.
- 10.9 Expansion of project beyond the scope and nature of the project, which would increase the projected scale of the project, shall not be permitted except upon application for and approval of modification to this approval.
- 10.10 The developer shall not engage in any construction activities other than between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, except in case of urgent necessity in the interest of public health and safety or as otherwise approved by the Development Services Director.
- 10.11 Termination of approval if either: (1) development has not been diligently commenced and actively pursued to completion thereafter within a two (2) year period from the date of approval (i.e. December 11, 2021); or, (2) if the use approved hereunder is discontinued for a period of one hundred and eighty days or longer; or, (3) non-compliance with any provision of the Upland Municipal (UMC) not specifically waived in compliance with City procedures.

## 20.0 Planning Division Conditions

- 20.1 The applicant shall submit Final Map exhibits to the Public Works Department for review and approval prior to recordation.

- 20.2 Prior to final approval of the last building permit for the project, all existing chain-link fence on the project site shall be removed and replaced with decorative masonry walls. Walls may include decorative wrought iron screening elements. In addition, any fences/walls proposed for the project shall be of decorative masonry materials, and may include decorative wrought iron screening elements (e.g. 6-foot tall split face block columns with 3 foot block walls topped with decorative wrought iron/tubular steel).
- 20.3 Prior to the issuance of building permits, the applicant is required to submit a final landscape and irrigation plan for review and approval by the Planning Division. Landscape plans will include all open space areas, common landscaped area and right-of-way landscaping.
- 20.4 Prior to the issuance of permits, the applicant shall include, on the plans submitted for plan check, bicycle parking as required by Upland Municipal Code section 17.11.060. Bicycle parking shall be installed prior to Final Inspection of the last building.
- 20.5 During construction, the applicant shall comply with the following Best Management Practices for noise management during construction.
- a. Re-route truck traffic away from residential streets, if possible. Select streets with fewest homes, if no alternatives are available.
  - b. Locate equipment on the construction lot as far away from noise sensitive receivers as possible.
  - c. Combine noisy operations to occur in the same time period. The total noise will not increase significantly and the duration of the noise impact will be less.
  - d. It is unlawful for any person to engage in or permit the erection (including excavation), demolition, alteration or repair of any building other than between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, except in case of urgent necessity in the interest of public health and safety, and then only with a permit from the building inspector, which permit may be granted for a period not to exceed three days or less while the emergency continues, and which permit may be renewed for periods of three days or less while the emergency continues. If the building inspector should determine that the public health and safety will not be impaired by the erection, demolition, alteration or repair of any building or the excavation of streets and highways within the hours of 6:00 p.m. and 7:00 a.m., and if he or she shall further determine that loss or inconvenience would result to any party in interest, he or she may grant permission for such work to be done within the hours of 6:00 p.m. and 7:00 a.m., upon application being made at the time the permit for the work is awarded or during the progress of the work.

- e. Use specially quieted equipment when possible, such as quieted and enclosed air compressors, residential or critical grade mufflers on all engines.
- f. Stationary equipment will be located as far away from sensitive receptors as possible. Loud, disrupting construction activities in noise sensitive areas will be conducted during hours that are least disturbing to adjacent and nearby residents.
- g. If noise above the stated regulation will be generated for long periods of time, construct barriers to block the line of sight to noise sensitive receivers.

20.6 During construction, the applicant shall comply with the following Best Management Practices for air quality management during construction. Prior to issuance of any Grading Permit, the Development Services Director and the Engineering/Land Development Division shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rule and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance offsite. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- a. All active portions of the construction site shall be watered twice daily to prevent excessive amounts of dust;
- b. Non-toxic soil stabilizers shall be applied to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), according to manufacturers' specifications;
- c. All excavating and grading operations shall be suspended when wind gusts (as instantaneous gust) exceed 25 miles per hour;
- d. On-site vehicle speed shall be limited to 15 miles per hour; on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized;
- e. Visible dust shall not cross the property line;
- f. All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site;
- g. Track-out devices shall be used at all construction site access points;

- h. All delivery truck tires shall be watered down and/or scraped down prior to departing the job site;
- i. A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to fugitive dust generation;
- j. Streets shall be swept at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway; and
- k. Replace ground cover in disturbed areas as quickly as possible.

### 30.0 Public Works Conditions

#### I SUBDIVISION MAPS (EASEMENTS-MONUMENTS-BONDS)

##### Map/Lot Merger

- 30.1 The approval of this project is subject to, and contingent upon, the recordation of a Final Map/Lot merger. Said Final Map/ Lot Merger shall have adequate reservations of public and/or private utility easements and abandonment of existing utility easements to the satisfaction of the Public Works Director. Required easement outside of the project boundaries currently owned by this project's developer shall be dedicated to the public thru separate instruments.
- 30.2 The submittal, approval, and recordation of the final map/lot merger shall be in accordance with the provisions of the State Subdivision Map Act, state and federal laws, and Upland Municipal Code.
- 30.3 The developer shall provide for reciprocal access between the two parcels and residents of the two properties.
- 30.4 Existing easement running on the project site shall be abandoned/vacated by the City upon recordation of the map/merger.
- 30.5 Final Tract Map/ Lot Merger shall be submitted for City approval.

##### Right-of-Way Dedication and Easements

- 30.6 The project shall reserve and record easements for ingress and egress for the adjacent parcel/lots.
- 30.7 Minimum twenty-six-foot-wide easement shall be dedicated for ingress and ingress and as utility easement as required for the proposed onsite improvement.

## Monuments

- 30.8 The Owner/Developer shall comply with Assembly Bill 1414, which was enacted into law and effective January 1, 1995. This bill amended Section 8771 of the Business and Professions Code (of the Land Surveyors Act). The County Surveyor requires that two corner records be filed; they are when:
- a. Monuments exist that controls the location of subdivisions or tracts, streets or highways; or provides survey control. The monuments are located and referenced by a licensed Land Surveyor before any streets or highways are reconstructed or relocated. The corner record(s) of the references are filed with the County Surveyor.
  - b. Monuments are reset in the surface of the new construction and a corner record is filed with the County Surveyor before recording of a Certificate (Notice) of Completion for the project.
- 30.9 Permanent survey monuments shall be set at the intersection of street centerlines, beginning, and end of curves in centerlines, and at other locations designated by the Director of Public Works/City Engineer. All other centerline monuments shall be in accordance with standard survey practice. A complete set of all street centerline ties (a minimum of three per monument) shall be submitted prior to final project acceptance.

## Bonds

- 30.10 Before the recordation of the Map/Merger or the issuance of a permit, a security bond shall be posted in a form acceptable to the City. Also accompanying the surety shall be an agreement executed to the satisfaction of the Public Works Director and the City Attorney, guaranteeing completion of all public improvements.

## II STREET IMPROVEMENTS

- 30.11 All deficient public improvements shall be upgraded to current City Standards and to the satisfaction of the Public Works Director.
- 30.12 Main access to the project site is from Mesa Court through an existing easement to the project site. Developer shall dedicate additional width to make a total of 32-foot wide easement from Mesa Court to the site. Additional easement shall be dedicated to include portion of the existing driveway from the east and additional easement towards the south connecting to the existing alley as shown on the developer's tentative exhibit. These entry ways and easement shall be improved with asphalt pavement, concrete sidewalk and curb and gutter as shown on the developer's exhibit.

- 30.13 Asphalt paving and similar other features damaged during construction shall be replaced to the City's satisfaction.
- 30.14 Improvement of entry ways from project site to Mesa Court shall include removal and replacement of damaged or deficient sidewalk, curb and gutter and asphalt slurry seal the street at a minimum. Additional width shall be constructed with full depth asphalt as determined thru calculations by the engineer. Truncated dome shall be placed at both ADA ramps at the Mesa Court/entry intersection. ADA compliant ramps shall be constructed at entrance/exit of the project. Landscaping and irrigation plans shall be submitted for City review and approval. Drought tolerant and water efficient irrigation system shall be required. Parkway landscaping shall be maintained by the Owner/Developer. Landscaping shall comply with the latest State Landscaping Code.
- 30.15 In accordance with California Building Code, Title 24 and the requirements of the Americans with Disabilities Act (ADA), handicap facilities shall be constructed and existing facilities shall be reconstructed within the project limits, as necessary, in locations specified by the Director of Public Works/City Engineer and the Director of Community Development.

### III UTILITY (WATER – SEWER – ENVIRONMENTAL)

#### Utility General

- 30.16 All utility companies shall be contacted to establish appropriate easements to provide services to each lot/structure.
- 30.17 All lots/structures shall be served by utilities, allowing each lot/structure to function separately and independent from one another.
- 30.18 The Owner/Developer is responsible for research on private utility lines (Gas, Edison, Telephone, Cable, Irrigation, etc.) to ensure there are no conflicts with the site.
- 30.19 All existing on-site utility lines, if any, that conflict with this project shall be relocated and removed to the satisfaction of the Public Works Director.
- 30.20 Composite Utility Plans shall be submitted before the issuance of a Grading Permit. Any easements will be dedicated to the appropriate Utility Company as required to accommodate the location and maintenance of each facility.

#### Undergrounding

- 30.21 All lots/structures within this project shall be served by underground utilities. All utility plans (Edison, Telephone, and Cable TV, among

others) shall be submitted to the Public Works Department for review and approval prior to the issuance of any permits for utility work within public right-of-way or public easements.

- 30.22 The existing overhead utilities (including telephone, cable and SCE distribution lines) on the project site and frontage shall be underground in accordance with Upland Municipal Code.
- 30.23 Undergrounding of existing utilities shall be completed before issuance of the first occupancy.

#### Environmental

- 30.24 This project is subject to the General Construction Permit for Storm Water Discharges. The Owner/Developer is required to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) for construction activities. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and be available at the job site at all times. A copy of the Waste Discharger's Identification Number (WDID) from the SWRCB shall be provided to the City before the issuance of grading or building permits.
- 30.25 This project is required to submit a Site Specific Water Quality Management Plan (WQMP) (reference City Of Upland "Construction Stormwater Guidelines" and the County of San Bernardino "Guidelines for New Development and Redevelopment") for review and approval by the City Of Upland, Public Works Department, Environmental Division. The WQMP shall include a description and map of the project along with an outline of structural and non-structural Best Management Practices (BMPs), which apply to the project pursuant to the "New Development and Redevelopment Guidelines." The subject WQMP shall be approved prior to the issuance of grading permit.
- 30.26 Prior to issuance of any permit, the developer shall have completed the Site Specific Water Quality Management Plan (WQMP) and executed the WQMP Maintenance Agreement with the City.

#### Sewer

- 30.27 Sanitary sewer system(s) shall be constructed pursuant to the City's Master Plan and subsequent studies applicable to the project site, to the satisfaction of the Public Works Director.
- 30.28 Proposed on-site sewer line shall be private to be maintained by the owner. Drainage facilities shall also be maintained by the owner. Water mains shall be a private system maintained by the owner/developer.
- 30.29 City staff will inspect all newly installed sewer mains with the TV camera before acceptance of the line for public improvements.

30.30 Extend any sanitary sewer and water line facilities as necessary to serve the entire development, including the payment of any sewer and water connection fees as determined by the Public Works Director.

30.31 The Owner/Developer shall provide the necessary Sewer Service Backflow Prevention Device as required by the City.

#### Water

30.32 A separate water meter shall be provided for each lot/building (including any necessary easements to provide such services) prior to the recordation of the final map.

30.33 All new and upgraded developments shall meet the requirements of Chapter 7 "Municipal Water System," Article VII, of the Upland Municipal Code. This Code pertains to water system connection fees, water additive fees, and the transfer of water stock to the City of Upland.

30.34 Appropriate water utility easements for water facility locations shall be shown on water plans. Underground utilities shall maintain a minimum seven-foot setback from the face of the curb and shall not encroach into the water utility easement, excepting as may be authorized by the Public Works Director subject to special construction methods. As-built plans of all underground utilities, including water facilities, shall be submitted prior to final approval of the development.

30.35 The provision of fire protection water systems, hydrants, and appropriate easements shall be in conformance with the San Bernardino County Fire and Public Works Department Standards.

30.36 Public on-site protection hydrant(s) and water systems shall be installed in accordance with the San Bernardino County Fire and Public Works Department Standards.

30.37 All landscape meter(s) and approved Backflow Device(s) shall be installed and inspected, in accordance with the Public Works Department Standards.

30.38 All water facilities shall be installed outside any driveways and drive approaches, and shall be in accordance with the Public Works Department Standards.

#### IV GRADING - STORM DRAIN - EROSION CONTROL

30.39 Storm drain system(s) shall be constructed in accordance with the City's Master Plan applicable to the project site and to the satisfaction of the Public Works Director.

- 30.40 A hydrology/hydraulics analysis is required to the satisfaction of the Public Works Director. Any offsite drainage, which may impact this development, or additional drainage created by this development, shall be addressed in accordance with the mitigation measures required in the hydrology report before issuance of any permits.
- 30.41 Each parcel/lot shall drain to the street or other approved drainage facility. Cross lot drainage is not allowed. Approval from City of Upland is required prior to tie-in to existing storm drain.
- 30.42 All drainage shall be directed on-site at the points so indicated upon the subject map/plan (any deviation will require resubmittal to the Technical Review Committee for approval).
- 30.43 Location, direction, and devices for conveying site drainage directed to a street shall be subject to review and approval by the Public Works Director.
- 30.44 Temporary drainage controls may be required during construction phases as directed by the Public Works Director.
- 30.45 All catch basins and Storm Drain Inlet Facilities shall be stenciled with the appropriate "No Dumping" message.
- 30.46 A notarized off-site grading letter(s) from the adjacent property owner(s) shall be required before issuance of grading permits. Said requirement shall be noted on the grading plans.
- 30.47 Grading plan shall be prepared and shall conform to the requirements of California Building Code (CBC), latest edition. Said grading plan shall propose all recommendations contained in the project's geotechnical report.
- 30.48 An erosion control plan shall be required as directed by the Public Works Director.
- 30.49 No permanent building construction shall commence until the final grading and improvement plans have been approved, rough grading certified and a building permit issued by the Building Division.
- 30.50 Owner/Developer shall submit design and calculations and obtain permit and inspection for all development perimeter and retaining walls from the Building Division. Construction of any masonry/retaining wall shown on the plans or reference thereto shall require separate permit from Building Division.
- 30.51 Dust Control operations shall be performed by the Contractor at the time, location and in the amount required and as often as necessary to prevent the excavation or fill work, demolition operation, or other

activities from producing dust in amounts harmful to people or causing a nuisance to persons living nearby or occupying buildings in the vicinity of the work. The Contractor is responsible for compliance with Fugitive Dust Regulations issued by the Air Quality Management District (AQMD).

- 30.52 Control of dust shall be by sprinkling of water, use of approved dust preventatives, modifications of operations or any other means acceptable to the Engineer, City of Upland, the Regional Water Quality Control Board (RWQCB), the AQMD, and any Health or Environmental Control Agency having jurisdiction over the facility. The Engineer shall have the authority to suspend all construction operations if, in their opinion, the Contractor fails to adequately provide for dust control.
- 30.53 In compliance to water conservation mandate of the State of California, before or at submission of grading plans, Owner/Developer shall submit/develop Water Conservation Plan. Among others, said plan encourages the use of reclaimed water and use of any/all water conservation measures during construction.

#### V LANDSCAPING

- 30.54 All landscaping works proposed for this development shall comply with the latest State Landscaping Code.
- 30.55 Any landscaping proposed within a City utility easement is subject to approval by the Public Works Director and Community Development Director.
- 30.56 All landscape and irrigation systems, located in the public parkways, shall be connected to a water supply system that is metered to the property owner.
- 30.57 All developments require a tree-planting scheme. Residential developments require one tree per forty feet of residential street frontage with a minimum on one tree per lot.
- a. If planting in an area without sidewalk, plant the trees four feet to six feet from the existing or planned curb or street.
  - b. Plant trees a minimum of five feet from other utilities, a minimum of ten feet from driveways, water meters, water lines, sewer lines, traffic and directional signs, and fire hydrants, a minimum of fifteen feet from street lights, and a minimum of thirty feet from street corners.
- 30.58 The Owner/Developer shall provide for maintenance of all landscape areas located on the project including parkways and alleys.

## VI OTHER AGENCY

- 30.59 Approval and/or permits may be required from the following agencies among others:
- a. San Bernardino County;
  - b. Inland Empire Utilities Agency;
  - c. San Antonio Water Company; and
  - d. California Regional Water Quality Control Board, Santa Ana Region for an NPDES Permit or Clearance Letter.

## VIII GENERAL ENGINEERING

- 30.60 Owner/Developer is required to arrange for a PRE-CONSTRUCTION MEETING with the Public Works Department 72 hours in advance before any permitted work can commence.
- 30.61 All improvement plans and grading plans shall be submitted for plan check to the Public Works Department as a complete package. A complete package includes street; sewer, water, site specific WQMP, grading, EROSION CONTROL drainage, landscape and any appropriate reports and back up documents. Incomplete submittals shall be rejected.
- 30.62 All plans (including Landscaping Plans) depicting any work to be plan checked by Public Works shall be prepared on 24"x36" on City Standard title block. This includes street, sewer, water grading, storm drain, grading, erosion control, private street design, and landscape plans. "Cut and paste," "sticky-backs," "zip-a-tone," "Kroy lettering," or other tape will not be permitted on mylars.
- 30.63 As-built plans (including street, sewer, water, and storm drain and grading plans) shall be submitted. Electronic drawing files on compact disc (CD's) shall be submitted to the City for file in the format acceptable by the City.
- 30.64 All Ordinances, Policy Resolutions, and Standards of the City in effect at the time this project is approved shall be complied with as a condition of this approval.
- 30.65 No certificate of occupancy, or any other final clearance needed prior to occupancy, shall be given until all other conditions are met.

## IX MISCELLANEOUS CONDITIONS

## Phases

- 30.66 In the event that developer/owner performs the works in phases, a phasing plan shall be submitted for City's approval prior to implementation.
- 30.67 Each phase must be fully independent and functional from each phase of the development especially considering onsite utility connections such as sewer, water, electric power, gas, drainage, handicap access ramps and communications utilities, among others.
- 30.68 Each phase shall have at least two points of access and construction traffic shall not be mixed with residents' traffic.
- 30.69 All phases shall comply with the conditions set forth for the map merger.
- 30.70 Adequate drainage/erosion control shall be provided at all times during each phase of the development (including model/sales trailer sites). Submit appropriate erosion control plans to the Public Works Director for approval.
- 30.71 The location of the temporary access road each phase shall be approved by the Public Works Director and it shall be paved to the satisfaction of the Public Works Director and Fire Chief.
- 30.72 Prior to occupancy in each phase, Owner/Developer shall complete the following minimum improvements:
- a. Complete finish grading of all parcel/lots including submittal of grading certification to the Public Works Department.
  - b. Complete all underground utilities and their service lines for each unit.
  - c. Complete curb and gutter, sidewalk, street lighting, and street paving.
  - d. Provide "as-built" plans.

## 40.0 Police Department

- 40.1 The approved conditions shall be retained on the premises at all times and produced immediately upon request of the Upland Police Department, and City Planning.
- 40.2 A 6-month review/inspection shall be conducted to ensure permittee's compliance with all operating conditions.
- 40.3 Prior to the issuance of building permits, the project must be enclosed with a 6-FT. high chain link fencing to prevent access to construction areas by the public and to minimize theft of building materials and equipment. All fencing and gates shall meet the approval of the Fire Department and Police Department.

- 40.4 Graffiti abatement by the property owner shall be immediate and ongoing on the licensed premises, but in no event shall graffiti be allowed unabated on the premises for more than 48 hours. Abatement shall take the form of removal or shall be covered/painted over with a color reasonably matching the color of the existing building, structure, or other surface being abated. Additionally, the business owner/licensee shall notify the City within 24 hours of any graffiti elsewhere on the property not under the business owner/licensee's control so that it may be abated by the property owner.
- 40.5 The Developer, builder, contractors, sub-contractors, and any other persons associated with this project shall adhere to the Upland Municipal Code (UMC) dealing with unnecessary noises under section 9.40.100. Furthermore, prior to the beginning of construction, a sign shall be posted at the entrance of the property educating everyone entering as to the authorized construction times and failure to comply with such requirements will result in an immediate citation for violating the aforementioned UMC section.
- 40.6 Units with front and rear drive access shall affix or paint address numbering/lettering in a conspicuous location, free from plant obstruction, and readily visible to emergency services personnel on both front and rear accesses.
- 40.7 Prior to occupancy all private streets, parking areas, parking lots, and driveways shall be dedicated for off-road traffic, fire lane, soliciting, handicap, and loitering enforcement. The applicant must submit a written request to the City Clerk asking that a resolution from the City Council allow Police Enforcement of the above violations on the property. Once the resolution has been obtained, a sign shall be erected/posted at all access points stating the above listed locations and violations have been dedicated for enforcement by the Upland Police Department.
- 40.8 Prior to occupancy, the Police Department will conduct an on-site inspection of the property, checking proper lighting has been installed throughout the property, proper locks on exterior doors and doors leading to the interior are in place and functioning properly. In addition, the Police Department will check that proper addressing/lettering has been installed.
- 40.9 The applicant shall submit for review by the Police Department the design and specifications for all proposed lighting fixtures proposed for the buildings, drive aisles, parkways, parking areas, pathways, and surrounding areas within the development. The fixtures shall be reviewed for quality, aesthetics, illumination values, sustainability values such as LED and shall be decoratively and architecturally consistent with the building design. The number, location, height, style and design shall be reviewed and approved by the Police Department prior to issuance of building permits.

- 40.10 Submit a Photometric Study providing a minimum of two foot candle all around the structure and surveillance cameras all around the perimeter, common areas, and throughout the parking area, with the ability or resolution to make license plates discernable.
- 40.11 All exterior lighting lower than 12 feet from the ground level shall be enclosed in vandal-resistant covers.
- 40.12 Lighting shall be required in all area of public access.
- 40.13 Public parking areas and access thereto shall be provided with a maintained minimum of 2 foot candle power of light on the parking surface, from dusk to dawn, or as modified by the Chief of Police, based on documented proof that meeting the 2 foot candle power standard is impractical. Lighting shall be provided through the use of photo cells; use of low pressure sodium fixtures and bulbs is prohibited.
- 40.14 At a minimum, internally illuminated address signs/numbers are required for each building, to the satisfaction of the Deputy Fire Marshal and the Chief of Police.
- 40.15 A digital video surveillance system is required at the premise. It is recommended to have a surveillance video/visual media that shall be maintained for a minimum of sixty (60) days and upon request, shall be accessible to law enforcement personnel for viewing, copying and collection purposes during regular business hours. The system shall be able to make license plates discernable. The video system shall cover all ingress and egress points of public access areas such as guest parking lots, community clubhouse, pool area, and recreation areas.
- 40.16 Provide UPD with contact information of person responsible for maintaining video equipment/system and who has access to retrieve and copy surveillance video. The surveillance video/visual media shall be remotely accessible to the Upland Police Department.
- 40.17 The applicant shall be responsible for maintaining the area adjacent to the premises over which they have control free of litter.
- 40.18 All landscaping must adhere to the 2' 6' rule (all ground cover landscaping must be maintained no higher than 2' from ground level and all lower tree canopy must be maintained no lower than 6' in height from the ground level).
- 40.19 Any vehicles not parked legally may be cited and/or towed if it is in violation of the California Vehicle Code and/or Upland Municipal Code.

## 50.0 Building and Safety

- 50.1 Full Design to be in compliance with City of Upland Construction Codes.

- 50.2 Soils report is required at the time of plan check submittal.
- 50.3 Provide full compliance ADA parking, Site Accessibility, and Parking.
- 50.4 A Demolition permit of existing building will only be issued after new building plan submittal.
- 50.5 To the satisfaction of the Building Official, abatement reports required prior to building demolition.

60.0 San Bernardino County Fire Protection District (SBCo FD)

- 60.1 Hydrant shall be within 300-feet of the proposed structure. SBCoFd 2016 Standard W-2
- 60.2 Permit Expiration Construction permits, including Fire Condition Letters, shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred within 180 days of any previous inspection. After a construction permit or Fire Condition Letter, becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or Permit may be made in writing PRIOR TO the expiration date justifying the reason that the Fire Condition Letter should be extended.
- 60.3 Additional Requirements In addition to the Fire requirements stated herein, other onsite and offsite improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.
- 60.4 Inspection by the Fire Department Permission to occupy or use the building ( certificate of Occupancy or shell release) will not be granted until the Fire Department inspects, approves and signs off on the Building and Safety job card for "fire final".
- 60.5 Building Plans. EZOP Online submittal submitted to the Fire Department for review and approval.

CONDITIONS THAT MUST BE MET PRIOR TO ISSUANCE OF BUILDING PERMITS

- 60.6 Fire Flow Test: Your submittal did not include a flow test report to establish whether the public water supply is capable of meeting your project fire flow demand. You will be required to produce a current flow test report from your water purveyor demonstrating that the fire flow demand is satisfied. This requirement shall be completed prior to combination inspection by Building and Safety. 1500 GPM at 20 PSI.
- 60.7 Access: The development shall have a minimum of two points of vehicular access. These are for fire/emergency equipment access and for evacuation routes.
- a. Single Story Road Access Width. All buildings shall have access provided by approved roads, alleys and private drives with a minimum twenty-six (26) foot unobstructed width and vertically to fourteen (14) feet six (6) inches in height. Other recognized standards may be more restrictive by requiring wider access provisions.
  - b. Multi-Story Road Access Width. Buildings three (3) stories in height or more shall have a minimum access of thirty (30) feet unobstructed width and vertically to fourteen (14) feet six (6) inches in height.
- 60.8 Street Sign: This project is required to have an approved street sign (temporary or permanent). The street sign shall be installed on the nearest street corner to the project. Installation of the temporary sign shall be prior any combustible material being placed on the construction site. Prior to final inspection and occupancy of the first structure, the permanent street sign shall be installed.

THE FOLLOWING PRIOR TO OCCUPANCY:

- 60.9 Fire Sprinkler Nf PA 13R: An automatic fire sprinkler system complying with NFPA Pamphlet #13R and the Fire Department standards for light Hazard Occupancies under 5,000 sq.ft and Multi-Residential Occupancies. The applicant shall hire a Fire Department approved fire sprinkler contractor. The fire sprinkler contractor shall submit plans with hydraulic calculations and manufacture's specification sheets to the Fire Department for approval. The required fees shall be paid at the time of plan submittal. Minimum water supply shall be a two (2) inch water meter for Commercial and one and one half (1½) inch for Residential
- 60.10 Fire Alarm: An automatic fire sprinkler monitoring fire alarm system complying with the California Fire Code, NFPA and all applicable codes is required. The applicant shall hire a Fire Department approved fire alarm contractor. The fire alarm contractor shall submit detailed plans to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal.

- 60.11 Commercial Addressing: Commercial and industrial developments of 100,000-sq. ft. or less shall have the street address installed on the building with numbers that are a minimum six (6) inches in height and with a three quarter (3/4) inch stroke. The street address shall be visible from the street. During the hours of darkness, the numbers shall be electrically illuminated (internal or external). Where the building is two hundred (200) feet or more from the roadway, additional non-illuminated contrasting six (6) inch numbers shall be displayed at the property access entrances.
- 60.12 Fire Extinguishers: Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department.
- 60.13 Fire Lanes: The applicant shall submit a fire lane plan to the Fire Department for review and approval. Fire lane curbs shall be painted red. The "No Parking, Fire Lane" signs shall be

#### 70.0 Trash Services

- 70.1 Prior to issuance of grading permits, the developer or their contractor shall contact Burrtec to coordinate the preparation and implementation of a Construction Waste Management Plan.
- 70.2 The project will require trash and mixed recyclables collection services and may require more than one pick up per week. Each enclosure shall have one bin each for trash and mixed recyclables with each enclosure capable of accommodating two 4-cubic yard bins.

#### 80.0 Review/Compliance

- 80.1 The Planning Commission may review the use 90 days, 180 days, and on an annual basis following the date of final inspection, or as needed at the discretion of the Development Services Director, to determine whether the applicant and operators are operating the use in a manner that is compatible with the community. The Planning Commission may establish additional conditions of approval that are necessary to eliminate any issues that arise from the operation of the use that adversely impact the public health, welfare, and safety, or may direct staff to initiate revocation proceedings. The conditional use permit may be revoked if the permittee, his agents or assigns, or employee(s) of the establishment, or any other person connected or associated with the permittee or his business establishment, or any person who is exercising managerial authority of the business establishment has:
  - a. Violated any rule, regulation, or condition of approval adopted by the Planning Commission relating to the conditional use permit or contained in the Upland Municipal Code, or state or federal regulations. Violation of any provision of the Upland Municipal Code (UMC) or the conditions of approval set forth in this resolution, shall

be deemed to constitute an infraction of the Upland Municipal Code, and shall be subject to the applicable fines and penalties, including the possibility of revocation of this permit.

- b. Conducted the operation permitted hereunder in a manner contrary to the peace, health, safety, and general welfare of the public, or in a manner which either generates or contributes to noise and/or health/sanitation nuisances, or which results in undesirable activities that negatively affects adjacent properties or creates an increased demand for public services.

Section 4. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA). The project is Categorically Exempt from environmental proceedings pursuant to Article 19, Section 15332, In-Fill Development Projects, Class 32 (a-e), of the California Environmental Quality Act, since the proposed project is consistent with applicable general plan designations and policies as well as applicable zoning designation and regulations; occurs within city limits on a property that is no more than five acres substantially surrounded by urban uses; has no value as habitat for endangered, rare or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services.

Section 5. APPEAL. Pursuant to Upland Municipal Code Section 17.47.040, the decision of the Planning Commission may be appealed to the City Council provided that written notice of the appeal is filed with the City Clerk within ten (10) days following the date the decision was rendered, unless a longer appeal period is specified as part of the project approval. Failure to file a timely appeal shall constitute a waiver of the right of appeal, and the decision of the Planning Commission shall be final.

Section 6. INCONSISTENCY. If any section, division, sentence, clause, phrase or portion of this resolution or the document in the record in support of this resolution is determined by a court of competent jurisdiction to be invalid, unenforceable, unconstitutional or otherwise void, that determination shall not affect the validity of the remaining sections, divisions, sentences, clauses, phrases of this resolution.

Section 7. CERTIFICATION. The Secretary of the Planning Commission shall certify to the passage, approval, and adoption of this Resolution, and shall cause this Resolution and his certification to be entered in the Book of Resolutions of the Planning Commission of the City.

PASSED, APPROVED and ADOPTED this 22nd day of January, 2020.

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Robin Aspinnall, CHAIR

ATTEST:

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Robert D. Dalquest, SECRETARY

I HEREBY CERTIFY that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of Upland at a regular adjourned meeting thereof held on the 22<sup>nd</sup> day of January, 2020, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

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Robert D. Dalquest, SECRETARY

**Exhibit B – Planning Commission Packet  
from December 11, 2019**





## PLANNING COMMISSION REPORT

### ITEM NO. 4

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**DATE:** DECEMBER 11, 2019

**TO:** PLANNING COMMISSION

**FROM:** ROBERT D. DALQUEST, DEVELOPMENT SERVICES DIRECTOR

**PREPARED BY:** JOSHUA WINTER, ASSOCIATE PLANNER

**SUBJECT:** **CONDITIONAL USE PERMIT NO. 19-05, TENTATIVE PARCEL MAP NO. 19435 (TPM-19-01), SITE PLAN NO. 19-02, DESIGN REVIEW-NO. 19-02 AND ENVIRONMENTAL ASSESSMENT REVIEW NO. EAR-0079 TO SUBDIVIDE AN EXISTING 3.8 ACRE PARCEL INTO 2 PARCELS, ONE BEING 2.5 ACRES AND ONE BEING 1.3 ACRES. THE REQUEST INCLUDES THE DEVELOPMENT OF 60 TOWNHOUSE APARTMENTS WITHIN ELEVEN BUILDINGS AT A DENSITY OF 24 UNITS PER ACRE INCLUDING ASSOCIATED IMPROVEMENTS ON THE 2.5 ACRE PARCEL LOCATED AT 790 MESA COURT (APN: 1046-102-13).**

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### **REQUEST**

The applicant requests the approval of a 60 unit townhouse style apartment project at a density of 24 du/ac with related site improvements (See Exhibit A – Draft Resolution). The request includes the following applications:

*Tentative Parcel No. 19435 (TT-18-03)* to subdivide one (1) 3.8 acre parcel into two (2) parcels, one being 2.5 acres and one being 1.3 acres.

*Conditional Use Permit (CUP-19-05)* to permit and condition the proposed land use.

*Site Plan (SP-18-10)* to establish the site layout of the project.

Design Review (DR-18-14) to establish the architectural design of the proposed residential units, landscaping design, open space design and amenities, and

Environmental Assessment Review (EAR-0079) to evaluate project impacts to the environment to ensure project compliance with the California Environmental Quality Act (CEQA) Guidelines.

**SYNOPSIS**

<i>Applicant:</i>	Soroush Rahbari																						
<i>Representative:</i>	N/A																						
<i>Property Owner:</i>	Greg Powers																						
<i>Property Location:</i>	The project site is located at 790 Mesa Court, north of 11 <sup>th</sup> Street, south of Mesa Court, east of Campus Avenue and west of 9 <sup>th</sup> Avenue further described as Assessor's Parcel Number (1046-102-13).																						
<i>Existing General Plan Land Use Designation:</i>	Multi-Family Residential Medium (20-30 du/ac, MFR-M)																						
<i>Existing Zoning Classification:</i>	Multi-Family Residential (RM-30)																						
<i>Site Size:</i>	3.8 Acres																						
<i>Building/Suite Size:</i>	Multi-Family Residential																						
<i>Access:</i>	Provided from Mesa Court and surrounding alleys.																						
<i>Existing Conditions:</i>	Vacant land and 5 buildings consisting of 23 apartments (6 to be demolished as a part of the project).																						
<i>Surrounding Land Uses:</i>	<table border="1"> <thead> <tr> <th><b>Direction</b></th> <th>Land Use</th> <th>General Plan</th> <th>Zone</th> </tr> </thead> <tbody> <tr> <td><b>North</b></td> <td>Upland Country Village Shopping Center</td> <td>C/R-MU</td> <td>C/R-MU</td> </tr> <tr> <td><b>East</b></td> <td>Vacant Land/Senior Care</td> <td>MFR-M</td> <td>RM-30</td> </tr> <tr> <td><b>South</b></td> <td>Multi-family Residential/Medical Office</td> <td>MFR-M</td> <td>RM-30</td> </tr> <tr> <td><b>West</b></td> <td>Multi-family Residential</td> <td>MFR-M</td> <td>RM-30</td> </tr> </tbody> </table> <p>See Exhibit B – Vicinity Map</p>			<b>Direction</b>	Land Use	General Plan	Zone	<b>North</b>	Upland Country Village Shopping Center	C/R-MU	C/R-MU	<b>East</b>	Vacant Land/Senior Care	MFR-M	RM-30	<b>South</b>	Multi-family Residential/Medical Office	MFR-M	RM-30	<b>West</b>	Multi-family Residential	MFR-M	RM-30
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<b>West</b>	Multi-family Residential	MFR-M	RM-30																				
<i>Previous Applications/Entitlement:</i>	N/A																						

**AUTHORIZATION/GUIDELINES**

Upland Municipal Code Section 17.43.050 E. requires that if one or more permit application is submitted concurrently for a single proposed project, each application shall be acted upon concurrently by the highest review authority. In this case, the highest review authority is the Planning Commission, therefore the Planning Commission will take action on the project.

**PUBLIC NOTICE**

This project included multiple modes of notifying the public, in accordance with Upland Municipal Code (UMC) Section 17.46.020.

1. Notice of Filing signs (3) were posted at the project site in November of 2019, and staff posted the Notice of Public Hearing on the signs on November 27, 2019.
2. On November 27, 2019, a Notice of Public Hearing was mailed to all property owners within 300 feet of the project site. This resulted in a total of 45 property owners being noticed
3. The Public Hearing Notice was also published in the Inland Valley Daily Bulletin on November 29, 2019 and posted in 2 physical locations (Upland City Hall and Upland Library) on November 27, 2019.

**PROJECT BACKGROUND**

According to building permit records, the existing apartments on the site were built between 1961 and 1963. Currently, the site contains a total of 23 units, with 17 units being located in the buildings at the north end of the site, and 6 units located in a building on the south end of the site. The 6 unit building will be demolished as a part of the project. The remaining 17 units will not change.

**ANALYSIS**

**General Plan**

The Project is located within the General Plan Designation of Multi-Family Residential - Medium (20-30 du/ac, MFR-M). The project is consistent with the General Plan Goals and Policies as listed in Table 1 below:

Table 1

<b>Policy</b>	<b>Consistency</b>
Policy LU-1.2 Permitted Densities and Intensities. Ensure existing and future zoning designations correspond to the permitted density and intensity ranges	The project density is 24 dwelling units/acre, which is allowed within the General Plan Land Use Designation and Zone

as listed in Table LU-1 of the Land Use Element.	
Policy LU-1.5 Range of Housing Types and Densities. Provide high-quality housing in a range of types, densities, and unit sizes that meets the housing needs of residents of all income levels.	The project provides townhome style apartment units that will meet the needs of housing seekers at the Market-Rate level. The Project adds to the City's housing stock for renters in the City's efforts to address the housing needs of all income levels.
Policy LU-4.1 Infill Development. Encourage mixed-use, infill development on brownfields or underutilized parcels, particularly near public transit and within the historic downtown.	The project will fill a currently underutilized parcel. The site is surrounded by a built urban environment and is served by existing infrastructure and roadways.
Policy CC-2.5 Neighborhood Amenities. Encourage appropriately scaled community-supportive facilities and services within all neighborhoods to enhance neighborhood identity and provide convenient access within walking and biking distance of residents.	The project will provide multiple recreation facilities for its residents, including a central park with tot lot and exercise area, as well as two Barbecue areas. Further, the project is within walking distance to multiple Commercial uses, including the Upland Country Village shopping center.

## Zoning

The project is within the Multi-family residential (RM-30) Zoning District. The RM-30 residential multi-family medium zone is intended to provide areas for a variety of medium-density multi-family residential developments at densities up to 30 units per net acre exclusive of City and state density bonuses. Housing types include three- to four-story multi-family housing projects, duplexes and triplexes. These lots are typically characterized by shared open spaces with lush landscaping; medium front, side, and rear yards; and shared driveways and parking. The RM-30 zone implements the Multi-family Residential Medium (MFR-M) land use designation in the General Plan. (See Exhibit C – General Plan and Zoning Designation)

## Development Plan

The project complies with all required development standards as shown in Table 2 below.

Table 2

Development Standard	Code Requirement	Provided
Front Yard Setback (East)	20 feet	20 feet (See Note 1)
Rear Yard Setback (West)	15 feet	15 feet

Side Yard Setback (North)	5 feet	5 feet
Side Yard Setback (South)	5 feet	10 feet
Height	40 feet	32 feet 6 inches
Residential Density	Min 15 du/ac - Max 30 du/ac	24 du/ac
Parking Requirement	2 for each unit in garage - 120 Parking Spaces Guest parking: 51-100 units: 1 space per 5 units - 12 Parking Spaces  <u>Total required - 132 Parking Spaces</u>	120 in a garage. 16 guest parking spaces.  <u>Total Provided - 136 Parking Spaces</u>
Unit Size	600 square feet min.	1,302 square feet min.
Site Landscaping	5% (5,445 square feet)	20% (22,151 square feet)
Private Open Space	100 square foot per unit	104 square foot per unit (Plus 60 square foot balcony)
Common Open Space	250 square foot per unit (15,000 square feet) including 1 major recreation facility and 1 minor facility	16,000 square feet of common open space with 1 major recreation facilities and 2 minor recreation facilities

*Notes*

- 1. The project does not have a true front yard as the new parcel is land locked. Therefore the applicant has provided a 20 foot setback at the front entry side of the project.*

**Tentative Parcel Map**

The proposed Tentative Parcel Map will result in one (1) 3.8 acre parcel being divided into two (2) parcels, one being 2.5 acres and one being 1.3 acres. The 1.3 acre parcel will contain the existing 17 units currently on the site, and the 2.5 acre parcel will contain the existing 6 unit building, which will be demolished to make way for the proposed 60 units at a density of 24 du/ac. The existing parcel will be divided east to west, with each parcel being approximately 289 feet wide, exceeding the minimum width of 100 feet.

The 2.5 acre Parcel will be landlocked as a result of the subdivision, therefore the applicant will dedicate an easement for public use along the existing drive isle at the east boundary of the site, and onto the neighboring parcel to the east (also owned by the property owner). The dedication will run from Mesa Court to the southern boundary of the project site. The dedication will result in a minimum 26 foot drive isle with curb, gutter, and a 5 foot sidewalk provided for pedestrian access to the site. (See Exhibit D – Tentative Parcel Map)

**Site Plan**

The project’s layout consists of 11 Buildings, inclusive of 6, 6-unit buildings on the east side of the project site and 6, 5-unit buildings on the west side of the project site. Garages will face existing alleys all the way around the boundary of the project site, with interior unit’s garages facing onto the private drive isle that has access points at the eastern boundary of the site and southern boundary of the site. As discussed in the Development Table (Table 2), the project meets all required development standards. The project site will also include 3 trash enclosures, appropriately placed for resident access and access by Burrtec. The project site will also include one central mail box area at the south-east intersection of the east-west drive isle and north-south drive isle. (See Exhibit E – Site Plans)

The site will not have any street frontage, and will be surrounded on four sides by existing development. Surrounding development consists of 1 and 2 story multi-family residential developments, a senior care facility and a 2 story medical office building. The surrounding land uses will buffer the 3 story building massing from public view.

**Architecture**

The proposed project features three-story townhouse style apartment buildings. Building massing is varied by employing a variety of techniques, such as recessed porches, gable pop-outs, and varying setbacks between units. The building roof form includes gable and hip forms to break up roof lines. The design utilizes stucco walls, with color blocking, using greens, and white. The design also utilizes stacked-stone masonry materials to break up the façade at the ground level. The design techniques utilized create visual interest, and give a degree of individuality to each unit. (See Exhibit – F Colored Elevations).

The floor plans will consist of the garage and open space on the first floor (handicap accessible units will have a bathroom and living space on the first floor as required by the California Building Code) the second floor containing living space (i.e. kitchen, living room, etc.) and the third floor containing bedroom space. The project will have 2 different floor plans detailed below in Table 2:

Table 2

<i>Plan #</i>	<i>Plan Size (SF)</i>	<i>Number of Bedrooms</i>	<i>Number of Bathrooms</i>
<i>1</i>	<i>1302 SF</i>	<i>2 bedrooms</i>	<i>3</i>
<i>2</i>	<i>1477 SF</i>	<i>2 Bedrooms</i>	<i>4</i>

A majority of floor plans will be built as Plan 1. The Plan 2 floor plan design is larger because it includes 1<sup>st</sup> floor living space and bathroom space required for handicap accessibility. (See Exhibit G - Floor Plans)

### **Landscaping**

The project includes new landscaping totaling 20% of the site, exceeding the 5% requirement. The preliminary planting plan provided utilizes a variety of trees, shrubs and ground covers to compliment the residential buildings. The plants have been selected for drought tolerance and to create a variety of colors textures and depth to the project site. The landscape design and materials incorporated will provide an attractive environment for the future residents of this project as well as benefit the surrounding existing residents by greatly beautifying the currently underdeveloped site. Conditions of Approval are included for requiring landscaping be maintained to ensure the site does not fall into poor condition. Conditions of approval are also included requiring a final landscape and irrigation plan be submitted for plan check prior to the issuance of permits.

### **Open Space**

Private open space will consist of ground floor patios of 104 square feet which meet the minimum requirement of 100 square feet per unit. In addition, units will include 2<sup>nd</sup> level balconies at 60 square feet each.

The Project provides approximately 16,000 of common open space, exceeding the minimum requirement of 15,000 square feet. The common open space includes 1 major recreation facility, which consists of an 11,100 square foot central park inclusive of an outdoor exercise area and children's play area. The project also provides for 2 minor recreation facilities which consist of barbecue/picnic areas. Access to the common open space amenities are provided via pedestrian pathway's throughout the site. (See Exhibit H - Preliminary Landscape Plan and Open Space Plan)

### **Parking and Circulation**

Access to the Project Site is provided primarily from Mesa Court, as well as the existing alley system surrounding the project. The entrance off of Mesa Court is currently existing, but will be widened to 26' to meet fire access requirements, and to allow for 2-way traffic in an out of the project area. The driveway will also include the provisions of curb, gutter and sidewalk from Mesa Court to the project site. 27 of the proposed units will have access to garages directly off of the existing alley system. The remaining 33 units will have garage access directly onto the proposed private internal drive isle. The internal drive isle is a minimum of 30 feet in width, measured from building to building to meet fire access requirements. Additionally, the alley width around the project will be a total of 30 feet to meet fire access requirements. The alley, owned and maintained by the City and will remain at 20 feet in width, but, the project will expand onto the width of the alley by 10 feet to meet the required 30 foot access around the proposed buildings.

Pedestrian circulation will be provided through internal pathways. The front door of each unit will face onto courtyard walking paths that ultimately leading to the widened drive isle off of Mesa Court and then to the Public Right-of-Way.

## **ENVIRONMENTAL ASSESSMENT**

The Planning Department staff has determined that the project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) Guidelines and the City's CEQA Guidelines. The project qualifies as a Class 32 exemption under State CEQA Guidelines Section 15332-In-Fill Development Projects for the following reasons: (1) the project is consistent with the applicable General Plan designations and all applicable General Plan policies as well as with the applicable zoning designation and regulations, (2) the proposed development occurs within the City limits on a project site of no more than five acres substantially surrounded by urban uses, (3) the project site has no value as a habitat for endangered, rare or threatened species, (4) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (5) the site can be adequately served by all required utilities and public services.

Each of the environmental factors required to be reviewed under the In-Fill Development (15332) exemption are outlined below:

a) Traffic: A Trip Generation Analysis was prepared for the project which determined that the number of trips generated by the project would not create a significant impact. Trip rates were calculated based on the Multi-family Housing Low-Rise (220) trip rates from the Institute of Transportation Engineers Trip Generation Manual (10<sup>th</sup> Addition (ITE, 2017)). It was determined that the project would generate 439 total daily trips and 19 peak hour trips, which is below the 50 peak hours trips that would necessitate a Traffic Impact Analysis. Please note that based on common traffic engineering practices, the traffic generated by the existing land use may be considered to represent a "trip credit" for the project site, against which the impact of the proposed Project might be compared. Comparison of the trips generated by the existing land use to the trips generated by the proposed Project shows that the proposed Project will generate 395 greater daily trips, 25 greater AM peak hour trips and 31 greater PM peak hour trips. However, in order to provide a conservative analysis, the existing "trip credit" was not applied in our analysis. As such, it should be noted that the forecast project trips (i.e. 439 daily trips, 28 AM peak hour trips and 34 PM peak hour trips) were used to evaluate the project's potential traffic impacts to provide a "worse-case" analysis. Even though the trip generation is below the threshold that would require a Traffic Impact Analysis, Staff required the applicant to provide a Level of Service (LOS) Analysis for the intersection of Campus Avenue and 11<sup>th</sup> Street. The LOS Analysis found that, with the new project, the intersection will continue to operate at an LOS B during both a.m. and p.m. peak hours over the General Plan Goal of maintaining an LOS D (General Plan Policy CIR-1.1), Therefore the project will not result in a significant impact related to traffic. (See Exhibit I – Traffic Impact Analysis)

b) Noise: A Noise Impact Analysis was prepared for the project. The analysis determined that the project would comply with the construction and operational noise within the Upland Municipal Code and that the project would not result in a less than significant impact. Conditions of Approval have been added to the Resolution outlining the required Best Management Practices to reduce the construction noise and vibration impacts to ensure compliance with noise level limitations. (See Exhibit J – Noise Analysis)

c) Air Quality: An Air Quality and Green House Gas Analysis were prepared for the project. The analysis determined that emissions associated with construction and operation of the project would be below South Coast Air Quality Maintenance District (SCAQMD) thresholds for both Air Quality and Green House Gases, therefore the project will have a less than significant impact on Air Quality. Conditions of Approval have been added to the Resolution outlining the required Best Management Practices to reduce the Air Quality impacts to ensure compliance. (See Exhibit K – Air Quality Analysis)

d) Water Quality: A Water Quality Management Plan was prepared for the project. It was also determined through the review of the project's preliminary water quality plan that the project would not result in a significant impact related to the water quality of the site.

e) Biological: A Biological Resource Assessment was prepared for the project site. The BRA concludes that sensitive plant or wildlife species, do not exist on the project site are not expected to occur within the area given the condition of the site and developed nature of the surrounding land uses. The proposed project, therefore, would not affect any sensitive species that would require further investigation or mitigation (See Exhibit L – Biological Resources Assessment)

### **REQUIRED FINDINGS**

In order to approve the project, the Planning Commission is required to make certain findings. Section 2 of the draft resolution contains recommended findings for the Planning Commission's consideration.

### **TECHNICAL REVIEW COMMITTEE**

The Technical Review Committee reviewed the project, and recommended approval, subject to conditions of approval that have been incorporated into the draft resolution. The conditions of approval will ensure that the development meets all development standards within the Upland Municipal Code and will ensure that the proposed use is compatible with the surrounding land uses.

### **RECOMMENDED ACTION**

The Planning Division recommends that the Planning Commission adopt a Resolution entitled:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF UPLAND APPROVING CONDITIONAL USE PERMIT NO. 19-05, TENTATIVE PARCEL MAP NO. 19435 (TPM-19-01), SITE PLAN NO. 19-02, DESIGN REVIEW-NO. 19-02 AND ENVIRONMENTAL ASSESSMENT REVIEW NO. EAR-0079 TO SUBDIVIDE AN EXISTING 3.8 ACRE PARCEL INTO 2 PARCELS, ONE BEING 2.5 ACRES AND ONE BEING 1.3 ACRES AND THE APPROVAL FOR THE DEVELOPMENT OF 60 TOWNHOUSE APARTMENTS WITHIN ELEVEN BUILDINGS AT A DENSITY OF 24 UNITS PER ACRE INCLUDING ASSOCIATED IMPROVEMENTS ON THE 2.5 ACRE PARCEL LOCATED AT 790 MESA COURT (APN: 1046-102-13).

### **MOTION**

- Find that the project is Categorically Exempt from environmental proceedings pursuant to Article 19, Section 15332, In-Fill Development Projects, Class 32 (a-e), of the California Environmental Quality Act, since the proposed project is consistent with applicable general plan designations and policies as well as applicable zoning designation and regulations; occurs within city limits on a property that is no more than five acres substantially surrounded by urban uses; has no value as habitat for endangered, rare or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services.
- Move to adopt a Resolution Approving Conditional Use Permit No. CUP-19-05, Tentative Parcel Map No. TPM-19-01, Site Plan No. SP-19-02, Design Review No. DR-19-02 to subdivide an existing 3.8 acre parcel into 2 parcels and to approve the development of 60 townhouse apartments within eleven buildings at a density of 24 units per acre including associated improvements on the 2.5 acre parcel.

### **EXHIBITS**

- Exhibit A: Draft Resolution
- Exhibit B: Vicinity Map
- Exhibit C: General Plan and Zoning Map
- Exhibit D: Tentative Parcel Map
- Exhibit E: Site Plan
- Exhibit F: Colored Elevations
- Exhibit G: Floor Plans
- Exhibit H: Preliminary Landscape Plan and Open Space Plan
- Exhibit I: Traffic Impact Analysis
- Exhibit J: Noise Analysis
- Exhibit K: Air Quality Analysis
- Exhibit L: Biological Resources Assessment

## **Exhibit A – Draft Resolution**



**RESOLUTION NO.**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF UPLAND APPROVING CONDITIONAL USE PERMIT NO. 19-05, TENTATIVE PARCEL MAP NO. 19435 (TPM-19-01), SITE PLAN NO. 19-02, DESIGN REVIEW-NO. 19-02 AND ENVIRONMENTAL ASSESSMENT REVIEW NO. EAR-0079 TO SUBDIVIDE AN EXISTING 3.8 ACRE PARCEL INTO 2 PARCELS, ONE BEING 2.5 ACRES AND ONE BEING 1.3 ACRES AND THE APPROVAL FOR THE DEVELOPMENT OF 60 TOWNHOUSE APARTMENTS WITHIN ELEVEN BUILDINGS AT A DENSITY OF 24 UNITS PER ACRE INCLUDING ASSOCIATED IMPROVEMENTS ON THE 2.5 ACRE PARCEL LOCATED AT 790 MESA COURT (APN: 1046-102-13).**

Intent of the Parties and Findings

WHEREAS, Soroush Rahbari. (Applicant) has filed applications requesting approval of the Project;

WHEREAS, California Government Code Section 65402 requires the City to determine that the location, purpose and extent of the proposed street vacation is in conformance with the General Plan. The Planning Commission is the review authority tasked with making the General Plan Conformity Determination;

WHEREAS, Upland Municipal Code Section 17.43.050 E. Requires that if one or more permit application is submitted concurrently for a single proposed project, each application shall be acted upon concurrently by the highest review authority. In this case, the highest review authority is the City Council, therefore the Planning Commission shall make a recommendation to the City Council;

WHEREAS, Upland Municipal Code Section 17.44 provides that the Planning Commission may attach conditions to the approval of the project as needed to ensure compliance with the Zoning Ordinance, other City Ordinances, the General Plan, and any other applicable community or specific plan, previously approved subdivisions and parcel maps and easements;

WHEREAS, the project is considered a project as defined by the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq.;

WHEREAS, The Development Services Director has determined that the project qualifies for a Categorical Exemption from the provisions of CEQA per Section 15332, Class 32, In-Fill Development Projects, of the CEQA Guidelines;

WHEREAS, The City of Upland Planning Division on November 27, 2019, posted two (2) true and correct copies of the legal notice at the Upland City Hall Bulletin Board and at the Upland Public Library in accordance with the Upland Municipal Code Section 17.46.020;

WHEREAS, The City of Upland Planning Division on November 27, 2019, mailed the public hearing notice to each property owner within a 300-foot radius of the project site indicating the date and time of the public hearing in compliance with state law concerning the Project;

WHEREAS, The City of Upland Planning Division on November 29, 2019, published a legal notice in the Inland Valley Daily Bulletin, a local paper of general circulation, indicating the date and time of the public hearing in compliance with state law concerning the Project; and

WHEREAS, The City of Upland Planning Commission conducted a duly noticed public hearing on December 11, 2019, at which time it received public testimony concerning the Project, and considered the CEQA Exemption for the proposed project and the project itself.

NOW, THEREFORE, the Planning Commission hereby finds, determines and resolves as follows:

Section 1. Actions the Planning Commission has taken:

- A. Found that the project is Categorically Exempt from environmental proceedings pursuant to Article 19, Section 15332, In-Fill Development Projects, Class 32 (a-e), of the California Environmental Quality Act, since the proposed project is consistent with applicable general plan designations and policies as well as applicable zoning designation and regulations; occurs within city limits on a property that is no more than five acres substantially surrounded by urban uses; has no value as habitat for endangered, rare or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services.
- B. Approve Conditional Use Permit No. CUP-19-05, Tentative Parcel Map No. 19435 (TPM-19-01), Site Plan No. SP-19-02, Design Review No. DR-19-02 to subdivide an existing 3.8 acre parcel into 2 parcels, one being 2.5 acres and one being 1.3 acres. The approval includes the development of 60 townhouse apartments within eleven buildings at a density of 24 units per acre including associated improvements on the 2.5 acre parcel.

Section 2. FINDINGS. The Planning Commission hereby makes the following findings and determinations in connection with the approval of the Project:

- A. The above Recitals are true and correct.
- B. The project is consistent with the following General Plan Policies:
  - 1. Policy LU-1.2 Permitted Densities and Intensities. Ensure existing and future zoning designations correspond to the permitted density and intensity ranges as listed in Table LU-1 of the Land Use Element.

Fact: The project density is 24 dwelling units/acre, which is allowed within the General Plan Land Use Designation and Zone.

2. Policy LU-1.5 Range of Housing Types and Densities. Provide high-quality housing in a range of types, densities, and unit sizes that meets the housing needs of residents of all income levels.

Fact the project provides townhome style apartment units that will meet the needs of housing seekers at the Market-rate level. The Project adds to the City's housing stock for renters in the City's efforts to address the housing needs of all income levels.

3. Policy LU-4.1 Infill Development. Encourage mixed-use, infill development on brownfields or underutilized parcels, particularly near public transit and within the historic downtown.

Fact: The project will fill a currently underutilized parcel. The site is site surrounded by built urban environment and is served by existing infrastructure and roadways.

4. Policy CC-2.5 Neighborhood Amenities. Encourage appropriately scaled community-supportive facilities and services within all neighborhoods to enhance neighborhood identity and provide convenient access within walking and biking distance of residents.

Fact: The project will provide multiple recreation facilities for its residents, including a central park with tot lot and exercise area, as well as two Barbecue areas. Further, the project is within walking distance to multiple Commercial uses, including the Upland Country Village shopping center.

- C. Per Section 17.44.040 F. the Planning Commission may approve an application for a Conditional Use Permit only if the proposed project complies with applicable standards in the Zoning Ordinance, other City ordinances, the General Plan, and any other applicable community or specific plans, and as supported by all of the following findings:

1. Finding - The location, size, design, and operating characteristics of the proposed use will be compatible with the existing and future land uses near the subject property.

Evidence - The location, size, design, and operating characteristics of the proposed use will be compatible with the existing and future land uses near the subject property in that the use is surrounded primarily by residential land uses. The development meets all applicable development standards and the operation of the use will not result in any significant impacts to the environment or surrounding uses.

2. Finding - The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g. fire and medical) access and public services and utilities.

Evidence - The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency (e.g. fire and medical) access and public services and utilities because the proposed use meets or exceeds all applicable development standards for the zone. The site provides for adequate fire lanes and access for emergency and/or public service vehicles.

3. Finding - The proposed use will not be detrimental to the public health, safety, and welfare of the persons residing or working in the neighborhood of the proposed use.

Evidence - No evidence exists to suggest that the proposed use will be detrimental to or endanger the public health, safety, or general welfare. The project will result in the elimination of a large vacant property. The project will not result in any significant impacts to the environment or surrounding uses.

- D. Upland Municipal Code Section 17.44.080(F) provides that the Planning Commission, before it may approve a Tentative Tract Map shall make the following findings:

1. Finding: No Lots shall be created without frontage on a public street, except lots created in conjunction with approved private access easements.

Evidence: The 2.5-acre Parcel will be landlocked as a result of the subdivision, therefore the applicant will dedicate an easement for public use along the existing drive isle at the east boundary of the site, from Mesa Court to the southern boundary of the project site. The dedication will result in a minimum 26-foot drive isle with curb gutter, and a 5 foot sidewalk provided for pedestrian access to the site.

2. Finding: The side lines of the lots shall run at right angles or radially to the street upon which the lot fronts, except where impractical by reason of unusual topography.

Evidence: The side lines of all lots run at right angles or radially to the street upon which the lot fronts.

3. Finding: Lots shall be equal or larger in measure than the prevalent size of existing lots in the surrounding area except where a deliberate change in the character of the area has been initiated by the adoption of a specific plan, a change in zone or general plan designation.

Evidence: The project will result in 2 parcels, one being 2.5 acres and one being 1.3 acres. Surrounding parcels range from .25 acres to 2.8 acres, therefore the new lots are consistent with the lots in the surrounding the Project.

4. Finding: The site is physically suitable for the proposed type and density of development.

Evidence: The site is physically suitable for the proposed type and density of development in that, the proposed density is within the limitations for the zone, the site contains adequate common open space amenities and parking for the project, the site meets all applicable development standards, and the site maintains adequate space for needed infrastructure improvements.

5. Finding: The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Evidence: The project site has no value as a habitat for endangered, rare or threatened species and approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, therefore, the design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

6. Finding: The design of the subdivision or type of improvements is not likely to cause problems to the public health, safety, or welfare.

Evidence: The design of the subdivision provides for access improvements that provide for adequate emergency vehicle access, vehicle and pedestrian circulation. The type of improvements meet the requirements of the Upland Zoning Code. The project was reviewed and appropriately conditioned by Police and Fire services. Therefore, the design of the subdivision or type of improvements is not anticipated to cause problems to the public health, safety, or welfare of the community.

7. Finding: The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the review authority may approve a map if it finds that alternative easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public.

Evidence: The Public Works Department has reviewed the proposed design of the subdivision and has determined there are no conflicts with existing easements.

8. Finding: The design of the subdivision provides to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

Evidence: The project provides adequate space between buildings to allow for natural airflow. The subdivision provides adequate space for trees in the project which will provide some natural shading. Buildings will include eaves that provide additional shade on building walls and all roofs will be solar ready as required by the California Building Code. Buildings are also required to comply with Title 24 energy requirements.

- E. Upland Municipal Code Section 17.44.030(H) provides that the approval body, before it may approve a Development Plan (Site Plan and Design Review), shall make a determination to allow the activity based upon the following findings:

1. Finding: The design and layout of the proposed project will not interfere with the use and enjoyment of existing and future neighboring properties and structures.

Evidence: The design and layout of the project includes the construction of a private drive isle and circulation improvements. The project meets or exceeds required development standards including open space and parking requirements. A traffic analysis was prepared for the project and found that the project would not result in any significant impacts to the surrounding neighborhood. Therefore, the proposed project will not interfere with the use and enjoyment of existing and future neighboring properties and structures.

2. Finding: The proposed architectural design makes use of appropriate materials, texture, and color, and will remain aesthetically appealing and appropriately maintained.

Evidence: The proposed architectural design makes use of gable pop-outs, varied setbacks and recessed porches, masonry materials and stucco walls in multiple colors that create aesthetically appealing buildings. Conditions of approval are included to ensure the buildings will remain aesthetically appealing and appropriately maintained.

3. Finding: The proposed landscaping design, including color, location, size, texture, type, and coverage of plant materials, as well as provisions for irrigation, maintenance, and protection of landscaping elements, will complement structures and provide an attractive environment.

Evidence: The preliminary landscape plan proposes the use of plant material that provide varied color and texture. The plans shows landscaping that includes a variety of plants materials, distinct in color and size, as well a large number of new trees all of which will be maintained by the property owner. Conditions of approval are included requiring the submittal of Final Landscape and Irrigation plans for review

and approval. Therefore, the proposed landscaping design is sufficient in terms of color, location, size, texture, type, and coverage of plant materials, as well as provisions for irrigation, maintenance, and protection of landscaping elements, will complement structures and provide an attractive environment.

4. Finding: The proposed design will not be materially detrimental to the public health, safety, or welfare, or be injurious to the property or improvements in the vicinity of the proposed project.

Evidence: The proposed design includes adequate Emergency Vehicle Access. The project has been conditioned by the Upland Police Department with multiple safety requirements, and will include complete plan check reviews by the Upland Building Division and San Bernardino County Fire Department thereby protecting safety and welfare. Improvements in the vicinity of the project include improved circulation around the project site, beneficial to the properties in the vicinity of the proposed project. Therefore, the proposed design will not be materially detrimental to the public health, safety, or welfare, or be injurious to the property or improvements in the vicinity of the proposed project.

Section 3. DETERMINATION. In light of the evidence presented at the hearing on this application, and based on the findings set forth above, the Planning Commission hereby finds that the requirements necessary for the approval of the Project, subject to all applicable provisions of the Upland Municipal Code, and the following conditions of approval:

#### 10.0 General Conditions

- 10.1 All Ordinances, Policy Resolutions, and Standards of the City in effect at the time this project is approved shall be complied with as a condition of this approval.
- 10.2 The project shall comply with development standards and guidelines prescribed within the Upland Municipal Code.
- 10.3 Prior to issuance of future permits, all tract maps and development plans shall be subject to plan check with the Planning Division, Building Division, Engineering Division, Public Works Department and Fire Department.
- 10.4 No construction or grading shall commenced until the applicable final maps, final grading and improvement plans have been approved.
- 10.5 No building permits shall be issued until rough grading has been certified by the Engineer of Record, and a building permit has been issued by the Building Division.

- 10.6 All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash, and debris at all times. Dead, damaged, and/or missing landscaping shall be replaced/replanted, subject to the satisfaction of the Planning Division.
- 10.7 To the fullest extent permitted by law, the Applicant shall indemnify, defend and hold the City, its elected officials, officers, contractors serving as City officers, agents, and employees ("Indemnitees") free and harmless from: (i) any and all claims, liabilities and losses whatsoever occurring or resulting to any and all persons, firms, entities, or corporations furnishing or supplying work, services, materials, or supplies in connection with, or related to, the performance of work or the exercise of rights authorized by approval of the project; and (ii) any and all claims, lawsuits, liabilities, and/or actions arising out of, or related to the approval of Conditional Use Permit No. CUP-19-05, Tentative Parcel Map No. TPM-19-01, Site Plan No. SP-19-02, Design Review No. DR-19-02 (Project) and/or the granting or exercise of the rights authorized by said approval; and (iii) from any and all claims, liabilities and losses occurring or resulting to any person, firm, entity, corporation for property damage, personal injury, or death, arising out of or related to the approval of, or exercise of rights granted by, this Project. Applicant's obligation to indemnify, defend, and hold the Indemnitees free and harmless as required hereinabove shall include, but is not limited to, paying all fees and costs incurred by legal counsel of the Indemnitees' choice in representing the Indemnitees in connection with any such claims, losses, lawsuits, or actions, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such lawsuit or action.
- 10.8 The applicant and recorded property owner of the property shall submit to the Development Services Department written evidence of agreement with all conditions of this approval before the approval becomes effective.
- 10.9 Expansion of project beyond the scope and nature of the project, which would increase the projected scale of the project, shall not be permitted except upon application for and approval of modification to this approval.
- 10.10 The developer shall not engage in any construction activities other than between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, except in case of urgent necessity in the interest of public health and safety or as otherwise approved by the Development Services Director.
- 10.11 Termination of approval if either: (1) development has not been diligently commenced and actively pursued to completion thereafter within a two (2) year period from the date of approval (i.e. December 11, 2021); or, (2) if the use approved hereunder is discontinued for a

period of one hundred and eighty days or longer; or, (3) non-compliance with any provision of the Upland Municipal (UMC) not specifically waived in compliance with City procedures.

## 20.0 Planning Division Conditions

- 20.1 The applicant shall submit Final Map exhibits to the Public Works Department for review and approval prior to recordation.
- 20.2 Prior to final approval of the last building permit for the project, all existing chain-link fence on the project site shall be removed and replaced with decorative masonry walls. Walls may include decorative wrought iron screening elements. In addition, any fences/walls proposed for the project shall be of decorative masonry materials, and may include decorative wrought iron screening elements (e.g. 6-foot tall split face block columns with 3 foot block walls topped with decorative wrought iron/tubular steel).
- 20.3 Prior to the issuance of building permits, the applicant is required to submit a final landscape and irrigation plan for review and approval by the Planning Division. Landscape plans will include all open space areas, common landscaped area and right-of-way landscaping.
- 20.4 Prior to the issuance of permits, the applicant shall include, on the plans submitted for plan check, bicycle parking as required by Upland Municipal Code section 17.11.060. Bicycle parking shall be installed prior to Final Inspection of the last building.
- 20.5 During construction, the applicant shall comply with the following Best Management Practices for noise management during construction.
  - a. Re-route truck traffic away from residential streets, if possible. Select streets with fewest homes, if no alternatives are available.
  - b. Locate equipment on the construction lot as far away from noise sensitive receivers as possible.
  - c. Combine noisy operations to occur in the same time period. The total noise will not increase significantly and the duration of the noise impact will be less.
  - d. It is unlawful for any person to engage in or permit the erection (including excavation), demolition, alteration or repair of any building other than between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, except in case of urgent necessity in the interest of public health and safety, and then only with a permit from the building inspector, which permit may be granted for a period not to exceed three days or less while the emergency continues, and which

permit may be renewed for periods of three days or less while the emergency continues. If the building inspector should determine that the public health and safety will not be impaired by the erection, demolition, alteration or repair of any building or the excavation of streets and highways within the hours of 6:00 p.m. and 7:00 a.m., and if he or she shall further determine that loss or inconvenience would result to any party in interest, he or she may grant permission for such work to be done within the hours of 6:00 p.m. and 7:00 a.m., upon application being made at the time the permit for the work is awarded or during the progress of the work.

- e. Use specially quieted equipment when possible, such as quieted and enclosed air compressors, residential or critical grade mufflers on all engines.
- f. Stationary equipment will be located as far away from sensitive receptors as possible. Loud, disrupting construction activities in noise sensitive areas will be conducted during hours that are least disturbing to adjacent and nearby residents.
- g. If noise above the stated regulation will be generated for long periods of time, construct barriers to block the line of sight to noise sensitive receivers.

20.6 During construction, the applicant shall comply with the following Best Management Practices for air quality management during construction. Prior to issuance of any Grading Permit, the Development Services Director and the Engineering/Land Development Division shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rule and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance offsite. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- a. All active portions of the construction site shall be watered twice daily to prevent excessive amounts of dust;
- b. Non-toxic soil stabilizers shall be applied to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), according to manufacturers' specifications;
- c. All excavating and grading operations shall be suspended when wind gusts (as instantaneous gust) exceed 25 miles per hour;

- d. On-site vehicle speed shall be limited to 15 miles per hour; on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized;
- e. Visible dust shall not cross the property line;
- f. All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site;
- g. Track-out devices shall be used at all construction site access points;
- h. All delivery truck tires shall be watered down and/or scraped down prior to departing the job site;
- i. A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to fugitive dust generation;
- j. Streets shall be swept at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway; and
- k. Replace ground cover in disturbed areas as quickly as possible.

### 30.0 Public Works Conditions

#### I SUBDIVISION MAPS (EASEMENTS-MONUMENTS-BONDS)

##### Map/Lot Merger

- 30.1 The approval of this project is subject to, and contingent upon, the recordation of a Final Map/Lot merger. Said Final Map/ Lot Merger shall have adequate reservations of public and/or private utility easements and abandonment of existing utility easements to the satisfaction of the Public Works Director. Required easement outside of the project boundaries currently owned by this project's developer shall be dedicated to the public thru separate instruments.
- 30.2 The submittal, approval, and recordation of the final map/lot merger shall be in accordance with the provisions of the State Subdivision Map Act, state and federal laws, and Upland Municipal Code.
- 30.3 The developer shall provide for reciprocal access between the two parcels and residents of the two properties.

- 30.4 Existing easement running on the project site shall be abandoned/vacated by the City upon recordation of the map/merger.
- 30.5 Final Tract Map/ Lot Merger shall be submitted for City approval.

#### Right-of-Way Dedication and Easements

- 30.6 The project shall reserve and record easements for ingress and egress for the adjacent parcel/lots.
- 30.7 Minimum twenty-six-foot-wide easement shall be dedicated for ingress and ingress and as utility easement as required for the proposed onsite improvement.

#### Monuments

- 30.8 The Owner/Developer shall comply with Assembly Bill 1414, which was enacted into law and effective January 1, 1995. This bill amended Section 8771 of the Business and Professions Code (of the Land Surveyors Act). The County Surveyor requires that two corner records be filed; they are when:
- a. Monuments exist that controls the location of subdivisions or tracts, streets or highways; or provides survey control. The monuments are located and referenced by a licensed Land Surveyor before any streets or highways are reconstructed or relocated. The corner record(s) of the references are filed with the County Surveyor.
  - b. Monuments are reset in the surface of the new construction and a corner record is filed with the County Surveyor before recording of a Certificate (Notice) of Completion for the project.
- 30.9 Permanent survey monuments shall be set at the intersection of street centerlines, beginning, and end of curves in centerlines, and at other locations designated by the Director of Public Works/City Engineer. All other centerline monuments shall be in accordance with standard survey practice. A complete set of all street centerline ties (a minimum of three per monument) shall be submitted prior to final project acceptance.

#### Bonds

- 30.10 Before the recordation of the Map/Merger or the issuance of a permit, a security bond shall be posted in a form acceptable to the City. Also accompanying the surety shall be an agreement executed to the satisfaction of the Public Works Director and the City Attorney, guaranteeing completion of all public improvements.

## II STREET IMPROVEMENTS

- 30.11 All deficient public improvements shall be upgraded to current City Standards and to the satisfaction of the Public Works Director.
- 30.12 Main access to the project site is from Mesa Court through an existing easement to the project site. Developer shall dedicate additional width to make a total of 32-foot wide easement from Mesa Court to the site. Additional easement shall be dedicated to include portion of the existing driveway from the east and additional easement towards the south connecting to the existing alley as shown on the developer's tentative exhibit. These entry ways and easement shall be improved with asphalt pavement, concrete sidewalk and curb and gutter as shown on the developer's exhibit.
- 30.13 Asphalt paving and similar other features damaged during construction shall be replaced to the City's satisfaction.
- 30.14 Improvement of entry ways from project site to Mesa Court shall include removal and replacement of damaged or deficient sidewalk, curb and gutter and asphalt slurry seal the street at a minimum. Additional width shall be constructed with full depth asphalt as determined thru calculations by the engineer. Truncated dome shall be placed at both ADA ramps at the Mesa Court/entry intersection. ADA compliant ramps shall be constructed at entrance/exit of the project. Landscaping and irrigation plans shall be submitted for City review and approval. Drought tolerant and water efficient irrigation system shall be required. Parkway landscaping shall be maintained by the Owner/Developer. Landscaping shall comply with the latest State Landscaping Code.
- 30.15 In accordance with California Building Code, Title 24 and the requirements of the Americans with Disabilities Act (ADA), handicap facilities shall be constructed and existing facilities shall be reconstructed within the project limits, as necessary, in locations specified by the Director of Public Works/City Engineer and the Director of Community Development.

## III UTILITY (WATER – SEWER – ENVIRONMENTAL)

### Utility General

- 30.16 All utility companies shall be contacted to establish appropriate easements to provide services to each lot/structure.
- 30.17 All lots/structures shall be served by utilities, allowing each lot/structure to function separately and independent from one another.

- 30.18 The Owner/Developer is responsible for research on private utility lines (Gas, Edison, Telephone, Cable, Irrigation, etc.) to ensure there are no conflicts with the site.
- 30.19 All existing on-site utility lines, if any, that conflict with this project shall be relocated and removed to the satisfaction of the Public Works Director.
- 30.20 Composite Utility Plans shall be submitted before the issuance of a Grading Permit. Any easements will be dedicated to the appropriate Utility Company as required to accommodate the location and maintenance of each facility.

#### Undergrounding

- 30.21 All lots/structures within this project shall be served by underground utilities. All utility plans (Edison, Telephone, and Cable TV, among others) shall be submitted to the Public Works Department for review and approval prior to the issuance of any permits for utility work within public right-of-way or public easements.
- 30.22 The existing overhead utilities (including telephone, cable and SCE distribution lines) on the project site and frontage shall be underground in accordance with Upland Municipal Code.
- 30.23 Undergrounding of existing utilities shall be completed before issuance of the first occupancy.

#### Environmental

- 30.24 This project is subject to the General Construction Permit for Storm Water Discharges. The Owner/Developer is required to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) for construction activities. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and be available at the job site at all times. A copy of the Waste Discharger's Identification Number (WDID) from the SWRCB shall be provided to the City before the issuance of grading or building permits.
- 30.25 This project is required to submit a Site Specific Water Quality Management Plan (WQMP) (reference City Of Upland "Construction Stormwater Guidelines" and the County of San Bernardino "Guidelines for New Development and Redevelopment") for review and approval by the City Of Upland, Public Works Department, Environmental Division. The WQMP shall include a description and map of the project along with an outline of structural and non-structural Best Management Practices (BMPs), which apply to the project pursuant to the "New Development

and Redevelopment Guidelines.” The subject WQMP shall be approved prior to the issuance of grading permit.

- 30.26 Prior to issuance of any permit, the developer shall have completed the Site Specific Water Quality Management Plan (WQMP) and executed the WQMP Maintenance Agreement with the City.

#### Sewer

- 30.27 Sanitary sewer system(s) shall be constructed pursuant to the City’s Master Plan and subsequent studies applicable to the project site, to the satisfaction of the Public Works Director.
- 30.28 Proposed on-site sewer line shall be private to be maintained by the owner. Drainage facilities shall also be maintained by the owner. Water mains shall be a private system maintained by the owner/developer.
- 30.29 City staff will inspect all newly installed sewer mains with the TV camera before acceptance of the line for public improvements.
- 30.30 Extend any sanitary sewer and water line facilities as necessary to serve the entire development, including the payment of any sewer and water connection fees as determined by the Public Works Director.
- 30.31 The Owner/Developer shall provide the necessary Sewer Service Backflow Prevention Device as required by the City.

#### Water

- 30.32 A separate water meter shall be provided for each lot/building (including any necessary easements to provide such services) prior to the recordation of the final map.
- 30.33 All new and upgraded developments shall meet the requirements of Chapter 7 “Municipal Water System,” Article VII, of the Upland Municipal Code. This Code pertains to water system connection fees, water additive fees, and the transfer of water stock to the City of Upland.
- 30.34 Appropriate water utility easements for water facility locations shall be shown on water plans. Underground utilities shall maintain a minimum seven-foot setback from the face of the curb and shall not encroach into the water utility easement, excepting as may be authorized by the Public Works Director subject to special construction methods. As-built plans of all underground utilities, including water facilities, shall be submitted prior to final approval of the development.

- 30.35 The provision of fire protection water systems, hydrants, and appropriate easements shall be in conformance with the San Bernardino County Fire and Public Works Department Standards.
- 30.36 Public on-site protection hydrant(s) and water systems shall be installed in accordance with the San Bernardino County Fire and Public Works Department Standards.
- 30.37 All landscape meter(s) and approved Backflow Device(s) shall be installed and inspected, in accordance with the Public Works Department Standards.
- 30.38 All water facilities shall be installed outside any driveways and drive approaches, and shall be in accordance with the Public Works Department Standards.

#### IV GRADING - STORM DRAIN - EROSION CONTROL

- 30.39 Storm drain system(s) shall be constructed in accordance with the City's Master Plan applicable to the project site and to the satisfaction of the Public Works Director.
- 30.40 A hydrology/hydraulics analysis is required to the satisfaction of the Public Works Director. Any offsite drainage, which may impact this development, or additional drainage created by this development, shall be addressed in accordance with the mitigation measures required in the hydrology report before issuance of any permits.
- 30.41 Each parcel/lot shall drain to the street or other approved drainage facility. Cross lot drainage is not allowed. Approval from City of Upland is required prior to tie-in to existing storm drain.
- 30.42 All drainage shall be directed on-site at the points so indicated upon the subject map/plan (any deviation will require resubmittal to the Technical Review Committee for approval).
- 30.43 Location, direction, and devices for conveying site drainage directed to a street shall be subject to review and approval by the Public Works Director.
- 30.44 Temporary drainage controls may be required during construction phases as directed by the Public Works Director.
- 30.45 All catch basins and Storm Drain Inlet Facilities shall be stenciled with the appropriate "No Dumping" message.

- 30.46 A notarized off-site grading letter(s) from the adjacent property owner(s) shall be required before issuance of grading permits. Said requirement shall be noted on the grading plans.
- 30.47 Grading plan shall be prepared and shall conform to the requirements of California Building Code (CBC), latest edition. Said grading plan shall propose all recommendations contained in the project's geotechnical report.
- 30.48 An erosion control plan shall be required as directed by the Public Works Director.
- 30.49 No permanent building construction shall commence until the final grading and improvement plans have been approved, rough grading certified and a building permit issued by the Building Division.
- 30.50 Owner/Developer shall submit design and calculations and obtain permit and inspection for all development perimeter and retaining walls from the Building Division. Construction of any masonry/retaining wall shown on the plans or reference thereto shall require separate permit from Building Division.
- 30.51 Dust Control operations shall be performed by the Contractor at the time, location and in the amount required and as often as necessary to prevent the excavation or fill work, demolition operation, or other activities from producing dust in amounts harmful to people or causing a nuisance to persons living nearby or occupying buildings in the vicinity of the work. The Contractor is responsible for compliance with Fugitive Dust Regulations issued by the Air Quality Management District (AQMD).
- 30.52 Control of dust shall be by sprinkling of water, use of approved dust preventatives, modifications of operations or any other means acceptable to the Engineer, City of Upland, the Regional Water Quality Control Board (RWQCB), the AQMD, and any Health or Environmental Control Agency having jurisdiction over the facility. The Engineer shall have the authority to suspend all construction operations if, in their opinion, the Contractor fails to adequately provide for dust control.
- 30.53 In compliance to water conservation mandate of the State of California, before or at submission of grading plans, Owner/Developer shall submit/develop Water Conservation Plan. Among others, said plan encourages the use of reclaimed water and use of any/all water conservation measures during construction.

## V LANDSCAPING

- 30.54 All landscaping works proposed for this development shall comply with the latest State Landscaping Code.

- 30.55 Any landscaping proposed within a City utility easement is subject to approval by the Public Works Director and Community Development Director.
- 30.56 All landscape and irrigation systems, located in the public parkways, shall be connected to a water supply system that is metered to the property owner.
- 30.57 All developments require a tree-planting scheme. Residential developments require one tree per forty feet of residential street frontage with a minimum on one tree per lot.
- a. If planting in an area without sidewalk, plant the trees four feet to six feet from the existing or planned curb or street.
  - b. Plant trees a minimum of five feet from other utilities, a minimum of ten feet from driveways, water meters, water lines, sewer lines, traffic and directional signs, and fire hydrants, a minimum of fifteen feet from street lights, and a minimum of thirty feet from street corners.
- 30.58 The Owner/Developer shall provide for maintenance of all landscape areas located on the project including parkways and alleys.

#### VI OTHER AGENCY

- 30.59 Approval and/or permits may be required from the following agencies among others:
- a. San Bernardino County;
  - b. Inland Empire Utilities Agency;
  - c. San Antonio Water Company; and
  - d. California Regional Water Quality Control Board, Santa Ana Region for an NPDES Permit or Clearance Letter.

#### VIII GENERAL ENGINEERING

- 30.60 Owner/Developer is required to arrange for a PRE-CONSTRUCTION MEETING with the Public Works Department 72 hours in advance before any permitted work can commence.
- 30.61 All improvement plans and grading plans shall be submitted for plan check to the Public Works Department as a complete package. A complete package includes street; sewer, water, site specific WQMP, grading, EROSION CONTROL drainage, landscape and any appropriate reports and back up documents. Incomplete submittals shall be rejected.

- 30.62 All plans (including Landscaping Plans) depicting any work to be plan checked by Public Works shall be prepared on 24"x36" on City Standard title block. This includes street, sewer, water grading, storm drain, grading, erosion control, private street design, and landscape plans. "Cut and paste," "sticky-backs," "zip-a-tone," "Kroy lettering," or other tape will not be permitted on mylars.
- 30.63 As-built plans (including street, sewer, water, and storm drain and grading plans) shall be submitted. Electronic drawing files on compact disc (CD's) shall be submitted to the City for file in the format acceptable by the City.
- 30.64 All Ordinances, Policy Resolutions, and Standards of the City in effect at the time this project is approved shall be complied with as a condition of this approval.
- 30.65 No certificate of occupancy, or any other final clearance needed prior to occupancy, shall be given until all other conditions are met.

#### IX MISCELLANEOUS CONDITIONS

##### Phases

- 30.66 In the event that developer/owner performs the works in phases, a phasing plan shall be submitted for City's approval prior to implementation.
- 30.67 Each phase must be fully independent and functional from each phase of the development especially considering onsite utility connections such as sewer, water, electric power, gas, drainage, handicap access ramps and communications utilities, among others.
- 30.68 Each phase shall have at least two points of access and construction traffic shall not be mixed with residents' traffic.
- 30.69 All phases shall comply with the conditions set forth for the mapmerger.
- 30.70 Adequate drainage/erosion control shall be provided at all times during each phase of the development (including model/sales trailer sites). Submit appropriate erosion control plans to the Public Works Director for approval.
- 30.71 The location of the temporary access road each phase shall be approved by the Public Works Director and it shall be paved to the satisfaction of the Public Works Director and Fire Chief.
- 30.72 Prior to occupancy in each phase, Owner/Developer shall complete the following minimum improvements:

- a. Complete finish grading of all parcel/lots including submittal of grading certification to the Public Works Department.
- b. Complete all underground utilities and their service lines for each unit.
- c. Complete curb and gutter, sidewalk, street lighting, and street paving.
- d. Provide "as-built" plans.

#### 40.0 Police Department

- 40.1 The approved conditions shall be retained on the premises at all times and produced immediately upon request of the Upland Police Department, and City Planning.
- 40.2 A 6-month review/inspection shall be conducted to ensure permittee's compliance with all operating conditions.
- 40.3 Prior to the issuance of building permits, the project must be enclosed with a 6-FT. high chain link fencing to prevent access to construction areas by the public and to minimize theft of building materials and equipment. All fencing and gates shall meet the approval of the Fire Department and Police Department.
- 40.4 Graffiti abatement by the property owner shall be immediate and ongoing on the licensed premises, but in no event shall graffiti be allowed unabated on the premises for more than 48 hours. Abatement shall take the form of removal or shall be covered/painted over with a color reasonably matching the color of the existing building, structure, or other surface being abated. Additionally, the business owner/licensee shall notify the City within 24 hours of any graffiti elsewhere on the property not under the business owner/licensee's control so that it may be abated by the property owner.
- 40.5 The Developer, builder, contractors, sub-contractors, and any other persons associated with this project shall adhere to the Upland Municipal Code (UMC) dealing with unnecessary noises under section 9.40.100. Furthermore, prior to the beginning of construction, a sign shall be posted at the entrance of the property educating everyone entering as to the authorized construction times and failure to comply with such requirements will result in an immediate citation for violating the aforementioned UMC section.
- 40.6 Units with front and rear drive access shall affix or paint address numbering/lettering in a conspicuous location, free from plant obstruction, and readily visible to emergency services personnel on both front and rear accesses.
- 40.7 Prior to occupancy all private streets, parking areas, parking lots, and driveways shall be dedicated for off-road traffic, fire lane, soliciting,

handicap, and loitering enforcement. The applicant must submit a written request to the City Clerk asking that a resolution from the City Council allow Police Enforcement of the above violations on the property. Once the resolution has been obtained, a sign shall be erected/posted at all access points stating the above listed locations and violations have been dedicated for enforcement by the Upland Police Department.

- 40.8 Prior to occupancy, the Police Department will conduct an on-site inspection of the property, checking proper lighting has been installed throughout the property, proper locks on exterior doors and doors leading to the interior are in place and functioning properly. In addition, the Police Department will check that proper addressing/lettering has been installed.
- 40.9 The applicant shall submit for review by the Police Department the design and specifications for all proposed lighting fixtures proposed for the buildings, drive aisles, parkways, parking areas, pathways, and surrounding areas within the development. The fixtures shall be reviewed for quality, aesthetics, illumination values, sustainability values such as LED and shall be decoratively and architecturally consistent with the building design. The number, location, height, style and design shall be reviewed and approved by the Police Department prior to issuance of building permits.
- 40.10 Submit a Photometric Study providing a minimum of two foot candle all around the structure and surveillance cameras all around the perimeter, common areas, and throughout the parking area, with the ability or resolution to make license plates discernable.
- 40.11 All exterior lighting lower than 12 feet from the ground level shall be enclosed in vandal-resistant covers.
- 40.12 Lighting shall be required in all area of public access.
- 40.13 Public parking areas and access thereto shall be provided with a maintained minimum of 2 foot candle power of light on the parking surface, from dusk to dawn, or as modified by the Chief of Police, based on documented proof that meeting the 2 foot candle power standard is impractical. Lighting shall be provided through the use of photo cells; use of low pressure sodium fixtures and bulbs is prohibited.
- 40.14 At a minimum, internally illuminated address signs/numbers are required for each building, to the satisfaction of the Deputy Fire Marshal and the Chief of Police.
- 40.15 A digital video surveillance system is required at the premise. It is recommended to have a surveillance video/visual media that shall be maintained for a minimum of sixty (60) days and upon request, shall be

accessible to law enforcement personnel for viewing, copying and collection purposes during regular business hours. The system shall be able to make license plates discernable. The video system shall cover all ingress and egress points of public access areas such as guest parking lots, community clubhouse, pool area, and recreation areas.

- 40.16 Provide UPD with contact information of person responsible for maintaining video equipment/system and who has access to retrieve and copy surveillance video. The surveillance video/visual media shall be remotely accessible to the Upland Police Department.
- 40.17 The applicant shall be responsible for maintaining the area adjacent to the premises over which they have control free of litter.
- 40.18 All landscaping must adhere to the 2' 6' rule (all ground cover landscaping must be maintained no higher than 2' from ground level and all lower tree canopy must be maintained no lower than 6' in height from the ground level).
- 40.19 Any vehicles not parked legally may be cited and/or towed if it is in violation of the California Vehicle Code and/or Upland Municipal Code.

#### 50.0 Building and Safety

- 50.1 Full Design to be in compliance with City of Upland Construction Codes.
- 50.2 Soils report is required at the time of plan check submittal.
- 50.3 Provide full compliance ADA parking, Site Accessibility, and Parking.
- 50.4 A Demolition permit of existing building will only be issued after new building plan submittal.
- 50.5 To the satisfaction of the Building Official, abatement reports required prior to building demolition.

#### 60.0 San Bernardino County Fire Protection District (SBCo FD)

- 60.1 Hydrant shall be within 300-feet of the proposed structure. SBCoFd 2016 Standard W-2
- 60.2 Permit Expiration Construction permits, including Fire Condition Letters, shall automatically expire and become invalid unless the work authorized by such permit is commenced within 180 days after its issuance, or if the work authorized by such permit is suspended or abandoned for a period of 180 days after the time the work is commenced. Suspension or abandonment shall mean that no inspection by the Department has occurred within 180 days of any previous

inspection. After a construction permit or Fire Condition Letter, becomes invalid and before such previously approved work recommences, a new permit shall be first obtained and the fee to recommence work shall be one-half the fee for the new permit for such work, provided no changes have been made or will be made in the original construction documents for such work, and provided further that such suspension or abandonment has not exceeded one year. A request to extend the Fire Condition Letter or Permit may be made in writing PRIOR TO the expiration date justifying the reason that the Fire Condition Letter should be extended.

- 60.3 Additional Requirements In addition to the Fire requirements stated herein, other onsite and offsite improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.
- 60.4 Inspection by the Fire Department Permission to occupy or use the building ( certificate of Occupancy or shell release) will not be granted until the Fire Department inspects, approves and signs off on the Building and Safety job card for "fire final".
- 60.5 Building Plans. EZOP Online submittal submitted to the Fire Department for review and approval.

CONDITIONS THAT MUST BE MET PRIOR TO ISSUANCE OF BUILDING PERMITS

- 60.6 Fire Flow Test: Your submittal did not include a flow test report to establish whether the public water supply is capable of meeting your project fire flow demand. You will be required to produce a current flow test report from your water purveyor demonstrating that the fire flow demand is satisfied. This requirement shall be completed prior to combination inspection by Building and Safety. 1500 GPM at 20 PSI.
- 60.7 Access: The development shall have a minimum of two points of vehicular access. These are for fire/emergency equipment access and for evacuation routes.
  - a. Single Story Road Access Width. All buildings shall have access provided by approved roads, alleys and private drives with a minimum twenty-six (26) foot unobstructed width and vertically to fourteen (14) feet six (6) inches in height. Other recognized standards may be more restrictive by requiring wider access provisions.
  - b. Multi-Story Road Access Width. Buildings three (3) stories in height or more shall have a minimum access of thirty (30) feet unobstructed width and vertically to fourteen (14) feet six (6) inches in height.

- 60.8 Street Sign: This project is required to have an approved street sign (temporary or permanent). The street sign shall be installed on the nearest street corner to the project. Installation of the temporary sign shall be prior any combustible material being placed on the construction site. Prior to final inspection and occupancy of the first structure, the permanent street sign shall be installed.

THE FOLLOWING PRIOR TO OCCUPANCY:

- 60.9 Fire Sprinkler Nf PA 13R: An automatic fire sprinkler system complying with NFPA Pamphlet #13R and the Fire Department standards for light Hazard Occupancies under 5,000 sq.ft and Multi-Residential Occupancies. The applicant shall hire a Fire Department approved fire sprinkler contractor. The fire sprinkler contractor shall submit plans with hydraulic calculations and manufacture's specification sheets to the Fire Department for approval. The required fees shall be paid at the time of plan submittal. Minimum water supply shall be a two (2) inch water meter for Commercial and one and one half (1½) inch for Residential
- 60.10 Fire Alarm: An automatic fire sprinkler monitoring fire alarm system complying with the California Fire Code, NFPA and all applicable codes is required. The applicant shall hire a Fire Department approved fire alarm contractor. The fire alarm contractor shall submit detailed plans to the Fire Department for review and approval. The required fees shall be paid at the time of plan submittal.
- 60.11 Commercial Addressing: Commercial and industrial developments of 100,000-sq. ft. or less shall have the street address installed on the building with numbers that are a minimum six (6) inches in height and with a three quarter (3/4) inch stroke. The street address shall be visible from the street. During the hours of darkness, the numbers shall be electrically illuminated (internal or external). Where the building is two hundred (200) feet or more from the roadway, additional non-illuminated contrasting six (6) inch numbers shall be displayed at the property access entrances.
- 60.12 Fire Extinguishers: Hand portable fire extinguishers are required. The location, type, and cabinet design shall be approved by the Fire Department.
- 60.13 Fire Lanes: The applicant shall submit a fire lane plan to the Fire Department for review and approval. Fire lane curbs shall be painted red. The "No Parking, Fire Lane" signs shall be

## 70.0 Trash Services

- 70.1 Prior to issuance of grading permits, the developer or their contractor shall contact Burrtec to coordinate the preparation and implementation of a Construction Waste Management Plan.
- 70.2 The project will require trash and mixed recyclables collection services and may require more than one pick up per week. Each enclosure shall have one bin each for trash and mixed recyclables with each enclosure capable of accommodating two 4-cubic yard bins.

## 80.0 Review/Compliance

- 80.1 The Planning Commission may review the use 90 days, 180 days, and on an annual basis following the date of final inspection, or as needed at the discretion of the Development Services Director, to determine whether the applicant and operators are operating the use in a manner that is compatible with the community. The Planning Commission may establish additional conditions of approval that are necessary to eliminate any issues that arise from the operation of the use that adversely impact the public health, welfare, and safety, or may direct staff to initiate revocation proceedings. The conditional use permit may be revoked if the permittee, his agents or assigns, or employee(s) of the establishment, or any other person connected or associated with the permittee or his business establishment, or any person who is exercising managerial authority of the business establishment has:
  - a. Violated any rule, regulation, or condition of approval adopted by the Planning Commission relating to the conditional use permit or contained in the Upland Municipal Code, or state or federal regulations. Violation of any provision of the Upland Municipal Code (UMC) or the conditions of approval set forth in this resolution, shall be deemed to constitute an infraction of the Upland Municipal Code, and shall be subject to the applicable fines and penalties, including the possibility of revocation of this permit.
  - b. Conducted the operation permitted hereunder in a manner contrary to the peace, health, safety, and general welfare of the public, or in a manner which either generates or contributes to noise and/or health/sanitation nuisances, or which results in undesirable activities that negatively affects adjacent properties or creates an increased demand for public services.

Section 4. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA). The project is Categorically Exempt from environmental proceedings pursuant to Article 19, Section 15332, In-Fill Development Projects, Class 32 (a-e), of the California Environmental Quality Act, since the proposed project is consistent with applicable general plan designations and policies as well as applicable zoning designation and regulations; occurs within city limits on a property that is no more than five acres

substantially surrounded by urban uses; has no value as habitat for endangered, rare or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services.

Section 5. APPEAL. Pursuant to Upland Municipal Code Section 17.47.040, the decision of the Planning Commission may be appealed to the City Council provided that written notice of the appeal is filed with the City Clerk within ten (10) days following the date the decision was rendered, unless a longer appeal period is specified as part of the project approval. Failure to file a timely appeal shall constitute a waiver of the right of appeal, and the decision of the Planning Commission shall be final.

Section 6. INCONSISTENCY. If any section, division, sentence, clause, phrase or portion of this resolution or the document in the record in support of this resolution is determined by a court of competent jurisdiction to be invalid, unenforceable, unconstitutional or otherwise void, that determination shall not affect the validity of the remaining sections, divisions, sentences, clauses, phrases of this resolution.

Section 7. CERTIFICATION. The Secretary of the Planning Commission shall certify to the passage, approval, and adoption of this Resolution, and shall cause this Resolution and his certification to be entered in the Book of Resolutions of the Planning Commission of the City.

PASSED, APPROVED and ADOPTED this 11th day of December, 2019.

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Robin Aspinall, CHAIR

ATTEST:

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Robert D. Dalquest, SECRETARY

I HEREBY CERTIFY that the foregoing Resolution was duly and regularly passed and adopted by the Planning Commission of the City of Upland at a regular adjourned meeting thereof held on the 11<sup>th</sup> day of December, 2019, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAIN:

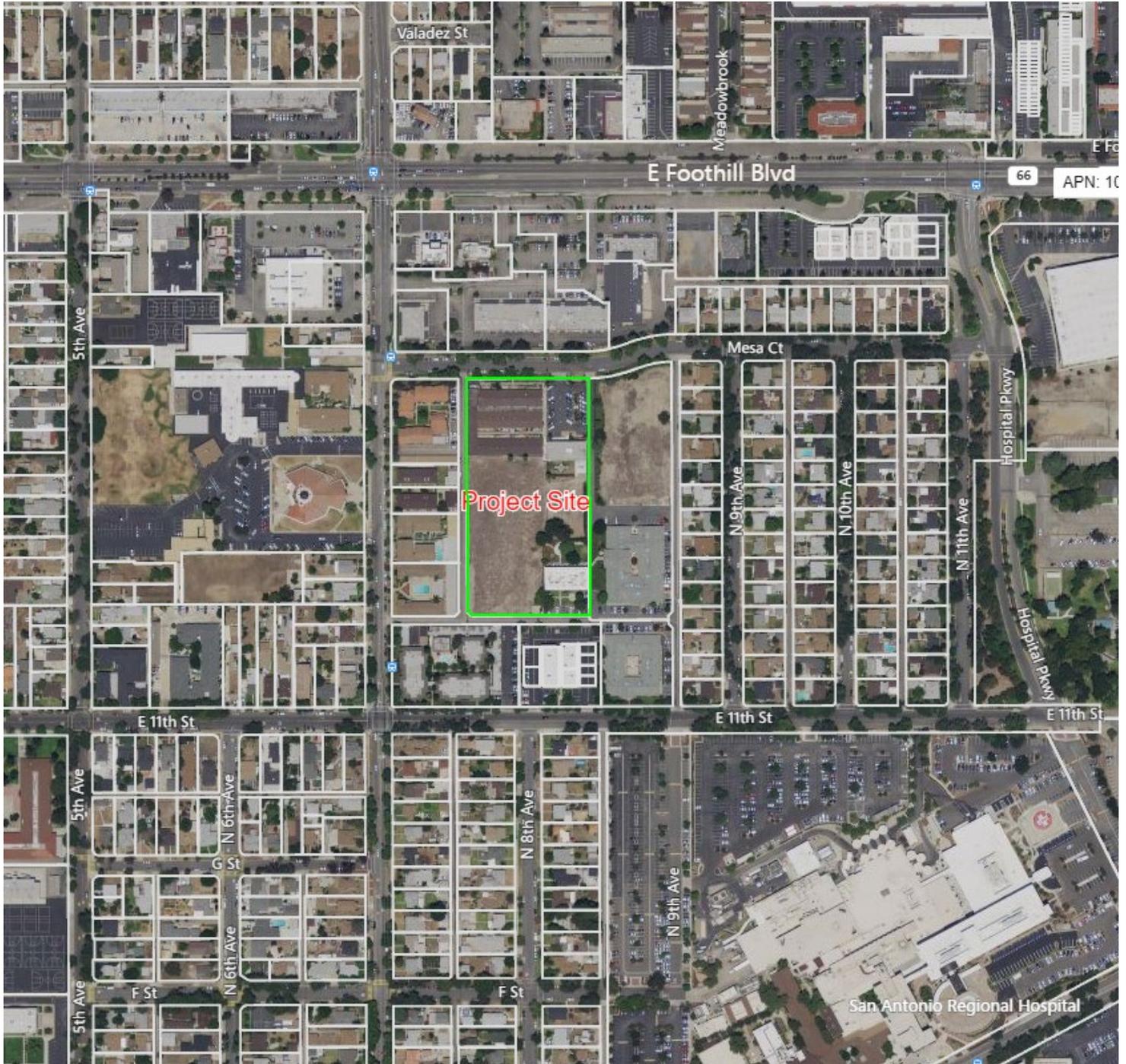
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Robert D. Dalquest, SECRETARY

## **Exhibit B – Vicinity Map**



# Exhibit B - Vicinity Map

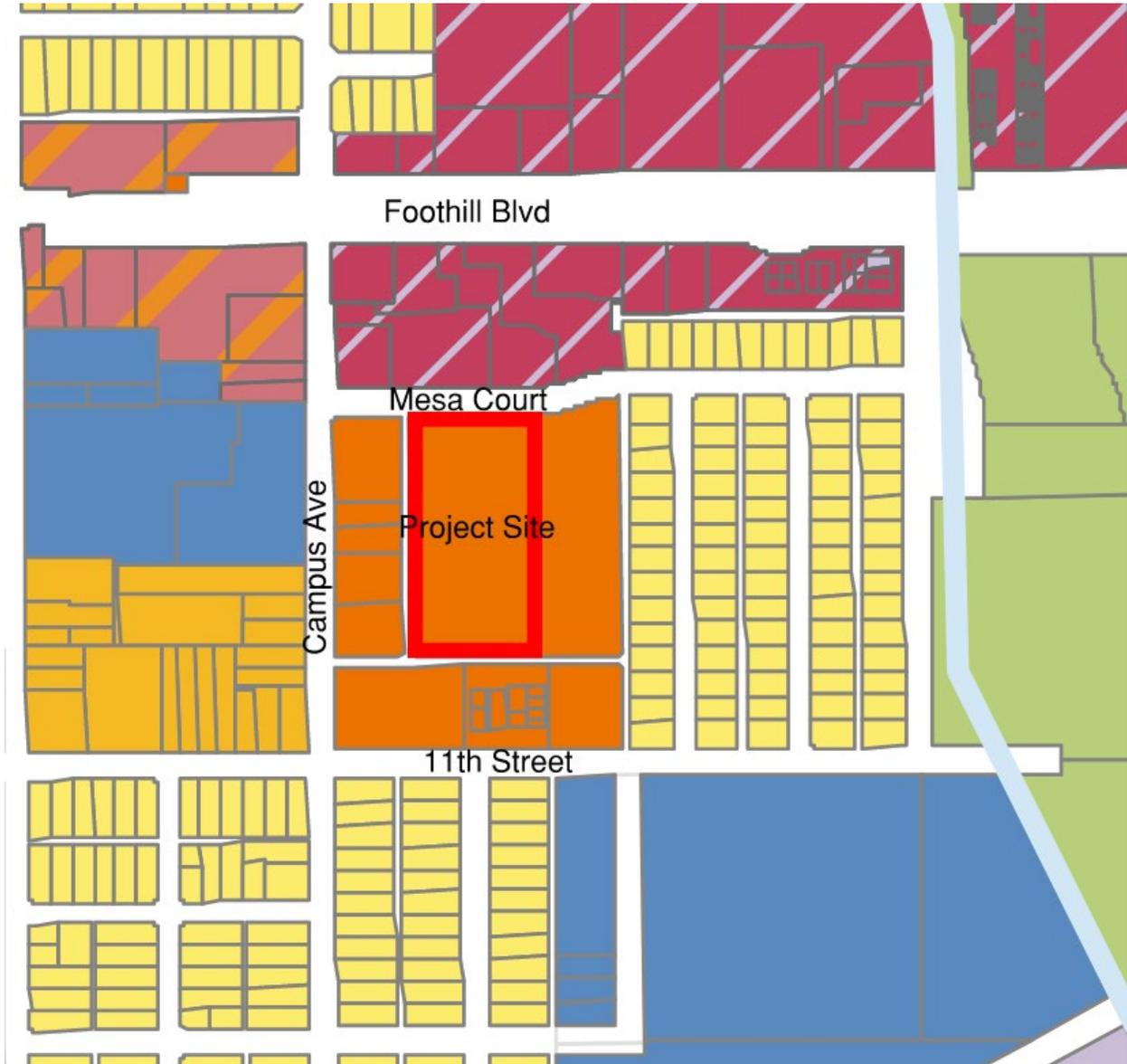


# Exhibit C – General Plan and Zoning Map



# Exhibit C - General Plan and Zoning Map

General Plan Land Use Map



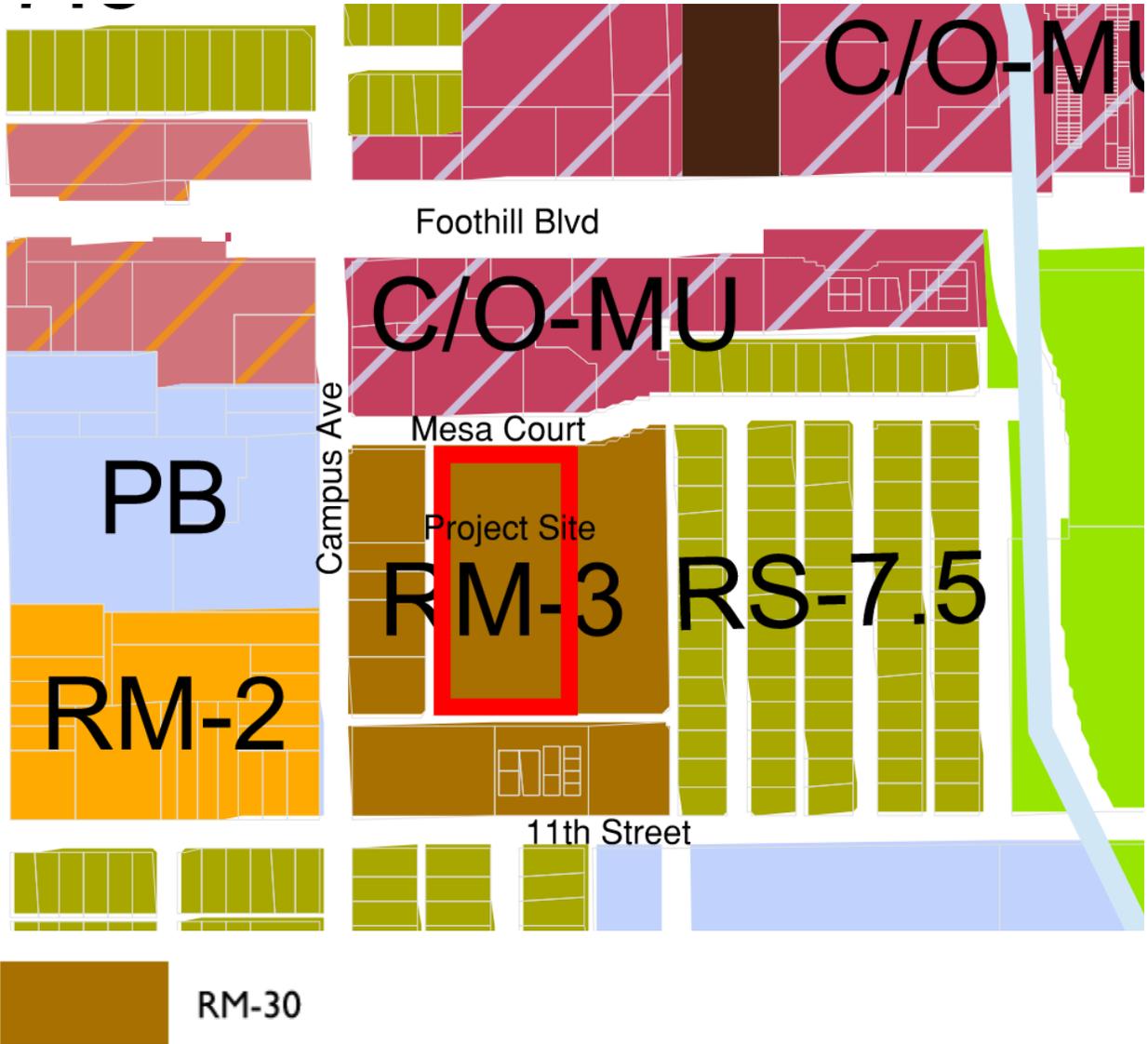
## MULTI-FAMILY RESIDENTIAL



MEDIUM (20-30 du/ac; MFR-M)

# Exhibit C - General Plan and Zoning Map

Zoning Map



## **Exhibit D – Tentative Parcel Map**



# EXCERPT: Planning Commission Packet from December 11, 2019

### LEGAL DESCRIPTION

PARCEL 2 OF PARCEL MAP NO. 58, IN THE CITY OF UPLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1, PAGE 54 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 1046-102-13  
CONTAINS: 172,157 SQUARE FEET, MORE OR LESS

### BASIS OF BEARINGS

THE BEARING OF N89°59'30"E FOR THE CENTERLINE OF MESA COURT AS SHOWN ON PARCEL MAP NO. 58, FILED IN BOOK 1 PAGE 54 OF PARCEL MAPS ON FILE OF THE OFFICE OF THE COUNTY RECORDER OF SAN BERNARDINO COUNTY WAS USED AS THE BASIS OF BEARINGS SHOWN HEREON.

### BENCH MARK

BENCH MARK NO. 60-86  
2" CITY OF UPLAND BRASS DISK SET IN S/E COR PCC CATCH BASIN 50 FT NORTH OF C/L 11TH STREET AND 22 FT EAST OF C/L CAMPUS AVENUE.  
ELEV: 1285.30 FEET

### EASEMENT NOTES (PER TITLE REPORT)

- AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT.  
GRANTED TO: SAN ANTONIO WATER COMPANY  
PURPOSE: PIPE LINE PURPOSES  
RECORDED: IN BOOK 41, PAGE 363 OF DEEDS  
AFFECTS: THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD
- AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT.  
GRANTED TO: ONTARIO LAND IMPROVEMENT COMPANY  
PURPOSE: PIPELINE AND DITCH PURPOSES  
RECORDED: IN BOOK 127, PAGE 286, AND IN BOOK 184, PAGE 282, BOTH OF DEEDS  
AFFECTS: THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD
- AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT.  
GRANTED TO: CITY OF UPLAND  
PURPOSE: SIDEWALKS  
RECORDED: IN BOOK 5863, PAGES 357 AND 359 OF OFFICIAL RECORDS  
AFFECTS: THE ROUTE THEREOF AFFECTS A PORTION OF SAID LAND AND IS MORE FULLY DESCRIBED IN SAID DOCUMENT.

### UTILITIES

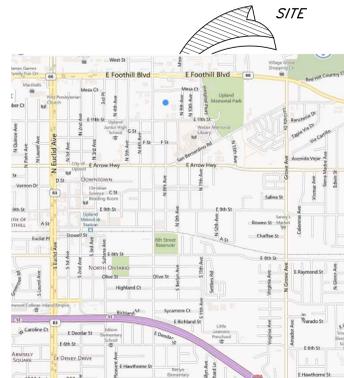
- WATER**  
CITY OF UPLAND  
MARK WILLEY, OPERATIONS MANAGER  
909-291-2945
- SEWER**  
CITY OF UPLAND  
HARRISON NGUYEN, SR. ENGINEER  
909-931-4378
- ELECTRICITY**  
SOUTHERN CALIFORNIA EDISON COMPANY  
1351 E. FRANCIS STREET  
ONTARIO, CA 91761  
909-930-8591
- TELEPHONE**  
VERIZON  
1400 EAST PHILLIPS  
POMONA, CA 91766  
909-469-2246
- GAS**  
SOUTHERN CALIFORNIA GAS CO.  
13525 TWELTH STREET  
CHINO, CA 91710  
909-613-1526
- CABLE**  
TIME WARNER TELECOM  
1500 AUTO CENTER DRIVE  
ONTARIO, CA 91761  
909-390-4777

### GENERAL NOTES

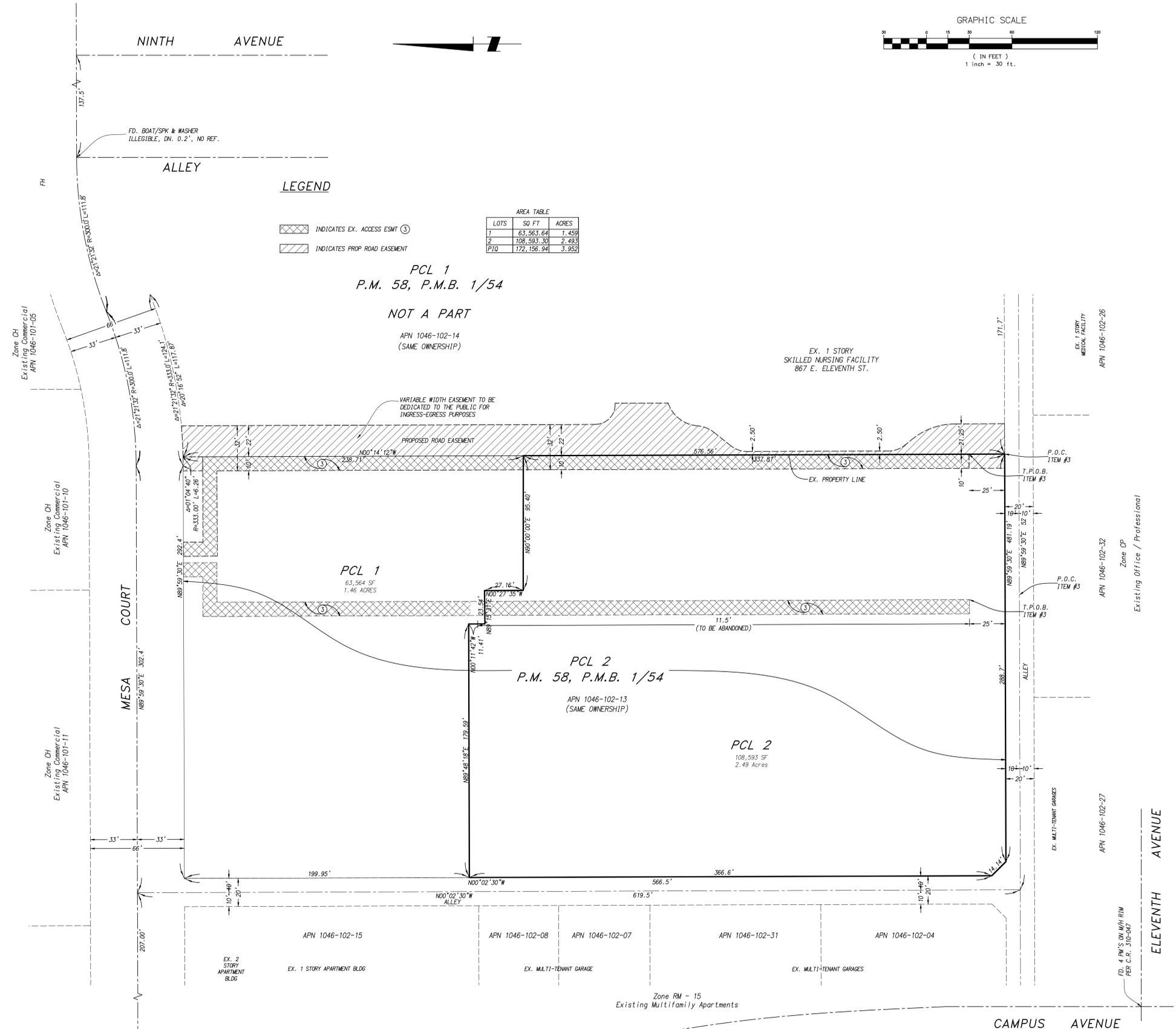
- PROJECT AREA: 3.95 ACRES  
2 NUMBERED PARCELS
- EXISTING ZONING: 'CP-S'
- FUTURE ZONING: 'CP-S'
- PROPOSED LAND USE: MULTIFAMILY
- ALL DIMENSIONS AND AREAS ARE APPROXIMATE.
- DATE OF PREPARATION: MAY, 2019
- APN 1046-102-13 & 1046-102-14
- POTENTIAL FUTURE PRIVATE STREET LENGTH = 547'
- EXCEPT AS SHOWN HEREON, NO "REGULATED" TREES EXIST ON SITE
- EXISTING SITE DRAINAGE SHEET FLOWS FROM NORTH TO SOUTH AT APPROXIMATELY 3% INTO EXISTING APPROVED DRAINAGE DEVICES
- THIS PROPERTY IS NOT SUBJECT TO FLOODING OR INUNDATION
- NO NEW CONSTRUCTION IS PROPOSED
- NO IMPROVEMENTS PROPOSED ALONG MESA COURT OR ANY EXISTING ALLEYS
- EXISTING 2 STORY APARTMENT TO BE DEMOLISHED
- ALL OFFSITE PRIVATE GARAGES OPEN DIRECTLY ONTO BOTH EAST AND WEST ALLEYS

### ABBREVIATIONS

- TC TOP OF CURB
- TS TOP OF STEP
- FL FLOWLINE
- FS FINISH SURFACE
- FG FINISH GRADE
- FF FINISH FLOOR
- INV. INVERT ELEVATION
- T.E. TRASH ENCLOSURE
- TG TOP OF GRATE ELEVATION
- DI DROP INLET
- TR TOP OF RETAINING WALL ELEVATION
- TW TOP OF WALL ELEVATION
- TF TOP OF FOOTING ELEVATION
- GB GRADE BREAK
- HP HIGH POINT
- BW BACK OF WALK
- LP LOW POINT
- S/W SIDEWALK
- D/W DRIVEWAY
- X NUMBER OF EXISTING PARKING SPACES



VICINITY MAP  
N.T.S.



**LEH & Associates**  
Engineers/Surveyors

5000 Layton Street  
Alta Loma, CA 91737

Tel: (909) 941-4817  
Fax: (909) 941-4350

PROFESSIONAL LAND SURVEYOR  
No. 5129  
EXP. 06-30-11  
STATE OF CALIFORNIA

*Stephen H. Hackett*  
STEPHEN H. HACKETT, 05/31/2019

DESIGN	DATE	APP'D
SH-1		
DRWN		
SH-1		
CHECKED		

DESCRIPTION OF CHANGE: TENTATIVE PARCEL MAP NO. 19435  
APN 1046-102-13  
POWERS DESIGN & DEVELOPMENT  
708 Mesa Court  
Upland, CA 91786

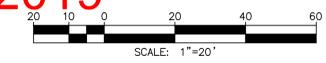
DATE OF LAST REVISION: NOV. 06, 2019

OWNER/APPLICANT: POWERS DESIGN & DEVELOPMENT  
708 MESA COURT  
UPLAND, CA 91786  
(909) 257-8612

JOB NO. 19-620

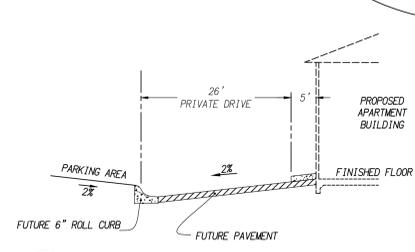
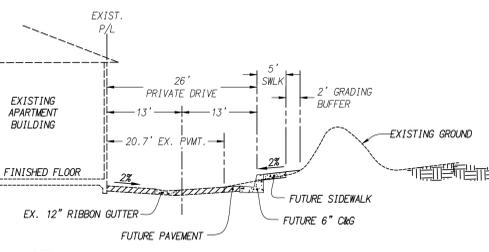
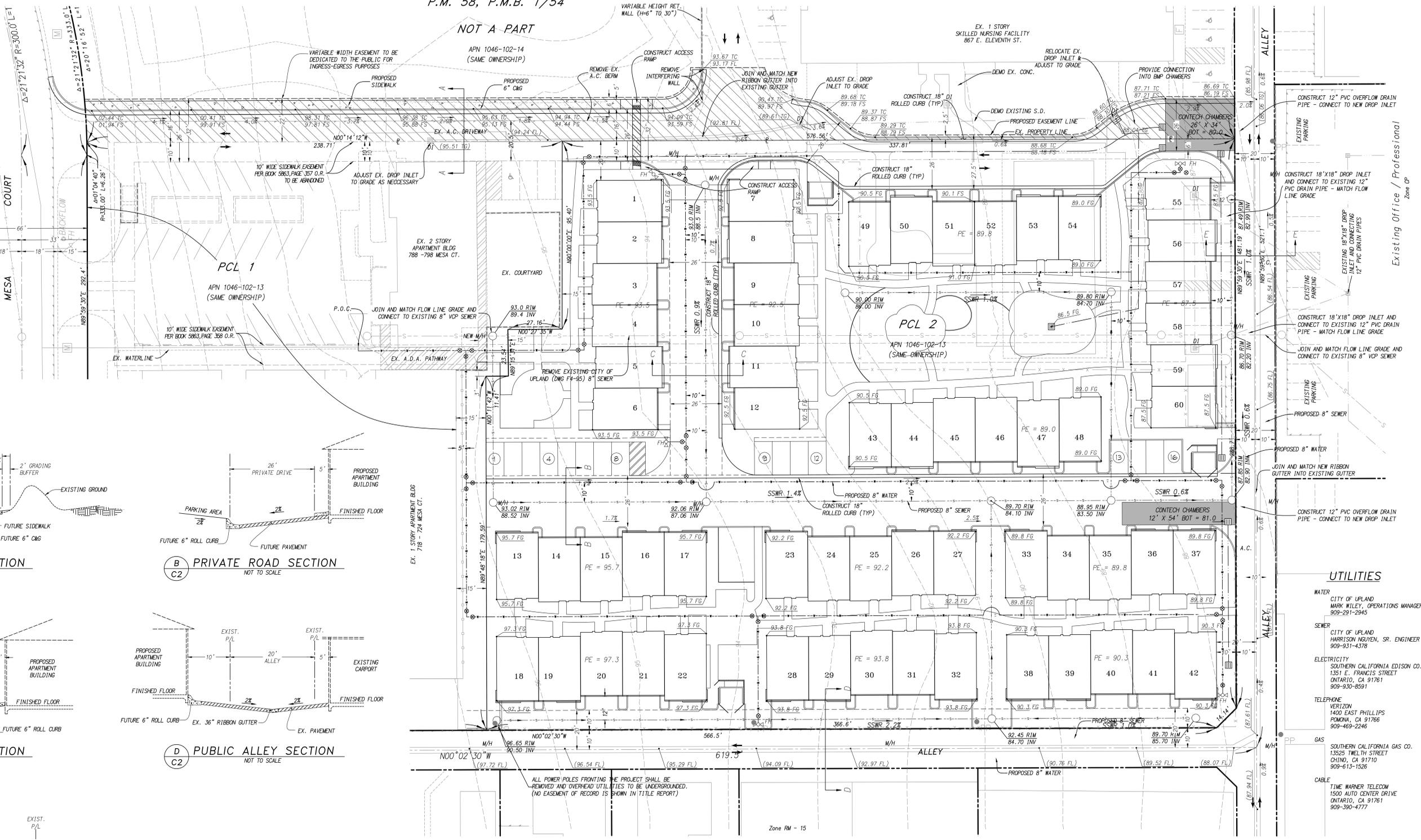
# EXCERPT: Planning Commission Packet from December 11, 2019

PCL 1  
P.M. 58, P.M.B. 1/54



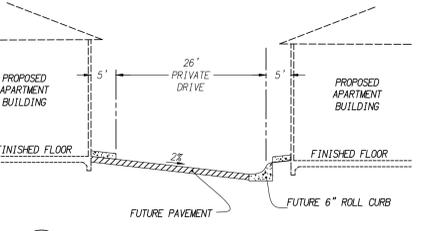
NOT A PART

VICINITY MAP  
N.T.S.

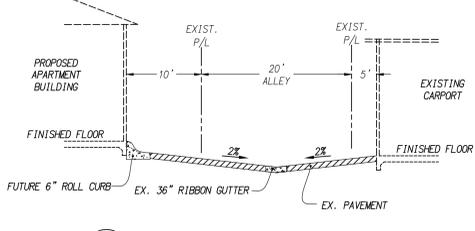


A PRIVATE ROAD SECTION  
C2 NOT TO SCALE

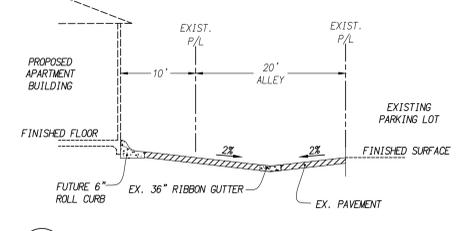
B PRIVATE ROAD SECTION  
C2 NOT TO SCALE



C PRIVATE ROAD SECTION  
C2 NOT TO SCALE



D PUBLIC ALLEY SECTION  
C2 NOT TO SCALE



E PUBLIC ALLEY SECTION  
C2 NOT TO SCALE

**SURVEY MONUMENT NOTE**

SURVEY MONUMENTS THAT EXIST AS SHOWN ON RECORDED MAPS, HIGHWAY MAPS, OR POINTS THAT PROVIDE SURVEY CONTROL WITHIN THE CONSTRUCTION AREA, SHALL BE LOCATED AND REFERENCED BY A LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER (AUTHORIZED TO PRACTICE LAND SURVEYING). BEFORE THE START OF CONSTRUCTION CORNER RECORDS SHALL BE FILED WITH THE COUNTY SURVEYOR. THESE CORNER RECORDS SHALL DESCRIBE THE MONUMENTS FOUND WITH TIE DISTANCES TO REFERENCE POINTS FOR THE RESETTING OF A SURVEY MONUMENT. WHEN CONSTRUCTION IS COMPLETED, MONUMENTS SHALL BE SET AND CORNER RECORDS SHALL BE FILED WITH THE COUNTY SURVEYOR SHOWING THE NEW MONUMENTS.

**ABBREVIATIONS**

TC	TOP OF CURB	TR	TOP OF RETAINING WALL ELEVATION
TS	TOP OF STEP	TW	TOP OF WALL ELEVATION
FL	FLOWLINE	TF	TOP OF FOOTING ELEVATION
FS	FINISH SURFACE	GB	GRADE BREAK
FG	FINISH GRADE	HP	HIGH POINT
FF	FINISH FLOOR	BW	BACK OF WALK
INV.	INVERT ELEVATION	LP	LOW POINT
T.E.	TRASH ENCLOSURE	S/W	SIDEWALK
TG	TOP OF GRADE ELEVATION	D/W	DRIVEWAY
DI	DROP INLET	X	NUMBER OF EXISTING PARKING SPACES

**LEGEND**

---	PROPERTY BOUNDARY / LIMIT OF WORK
---	LIMIT OF DEMOLITION
---	FLOW LINE
(XXX.XX)	EXISTING SPOT ELEVATION
---	EXISTING SURFACE CONTOUR
---	FINISH SURFACE CONTOUR
---	RIDGE LINE OR GRADE BREAK
---	DIRECTION OF FLOW
---	PROPOSED CONCRETE
---	PROPOSED AC PAVEMENT
---	INDICATES PROPOSED ROAD EASEMENT

**LEGAL DESCRIPTION**

PARCEL 2 OF PARCEL MAP NO. 58, IN THE CITY OF UPLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1, PAGE 54 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. CONTAINS: 172,157 SQUARE FEET, MORE OR LESS.

**BASIS OF BEARINGS**

THE BEARING OF N89°59'30"E FOR THE CENTERLINE OF MESA COURT AS SHOWN ON PARCEL MAP NO. 58, FILED IN BOOK 1 PAGE 54 OF PARCEL MAPS ON FILE OF THE OFFICE OF THE COUNTY RECORDER OF SAN BERNARDINO COUNTY WAS USED AS THE BASIS OF BEARINGS SHOWN HEREON.

**BENCH MARK**

BENCH MARK NO. 60-86  
2" CITY OF UPLAND BRASS DISK SET IN S/E COR PCC CATCH BASIN 50 FT NORTH OF C/L 11TH STREET AND 22 FT EAST OF C/L CAMPUS AVENUE.  
ELEV: 1285.30 FEET

**NOTE:**

- RECONSTRUCT ASPHALT OVERLAY PUBLIC ALLEYS ADJACENT TO THIS PROJECT

DATE OF LAST REVISION: NOV. 06, 2019



5080 Layton Street  
Alta Loma, CA 91737  
Tel: (909) 941-4817  
Fax: (909) 941-4350



LUCINDA E. HACKETT, 09/21/2019

**UTILITIES**

- WATER: CITY OF UPLAND, MARK WILEY, OPERATIONS MANAGER, 909-291-2845
- SEWER: CITY OF UPLAND, HARRISON NGUYEN, SR. ENGINEER, 909-931-4378
- ELECTRICITY: SOUTHERN CALIFORNIA EDISON CO., 1351 E. FRANCIS STREET, ONTARIO, CA 91761, 909-930-8591
- TELEPHONE: VERIZON, 1400 EAST PHILLIPS, POMONA, CA 91766, 909-469-2246
- GAS: SOUTHERN CALIFORNIA GAS CO., 13525 TWELTH STREET, CHINO, CA 91710, 909-613-1526
- CABLE: TIME WARNER TELECOM, 1500 AUTO CENTER DRIVE, ONTARIO, CA 91761, 909-390-4777

**OWNER**

POWERS DESIGN & DEVELOPMENT  
708 MESA COURT  
UPLAND, CA 91786  
(909) 257-8612  
ATTN: GREG POWERS  
DATE OF LAST REVISION: SEPT. 20, 2019

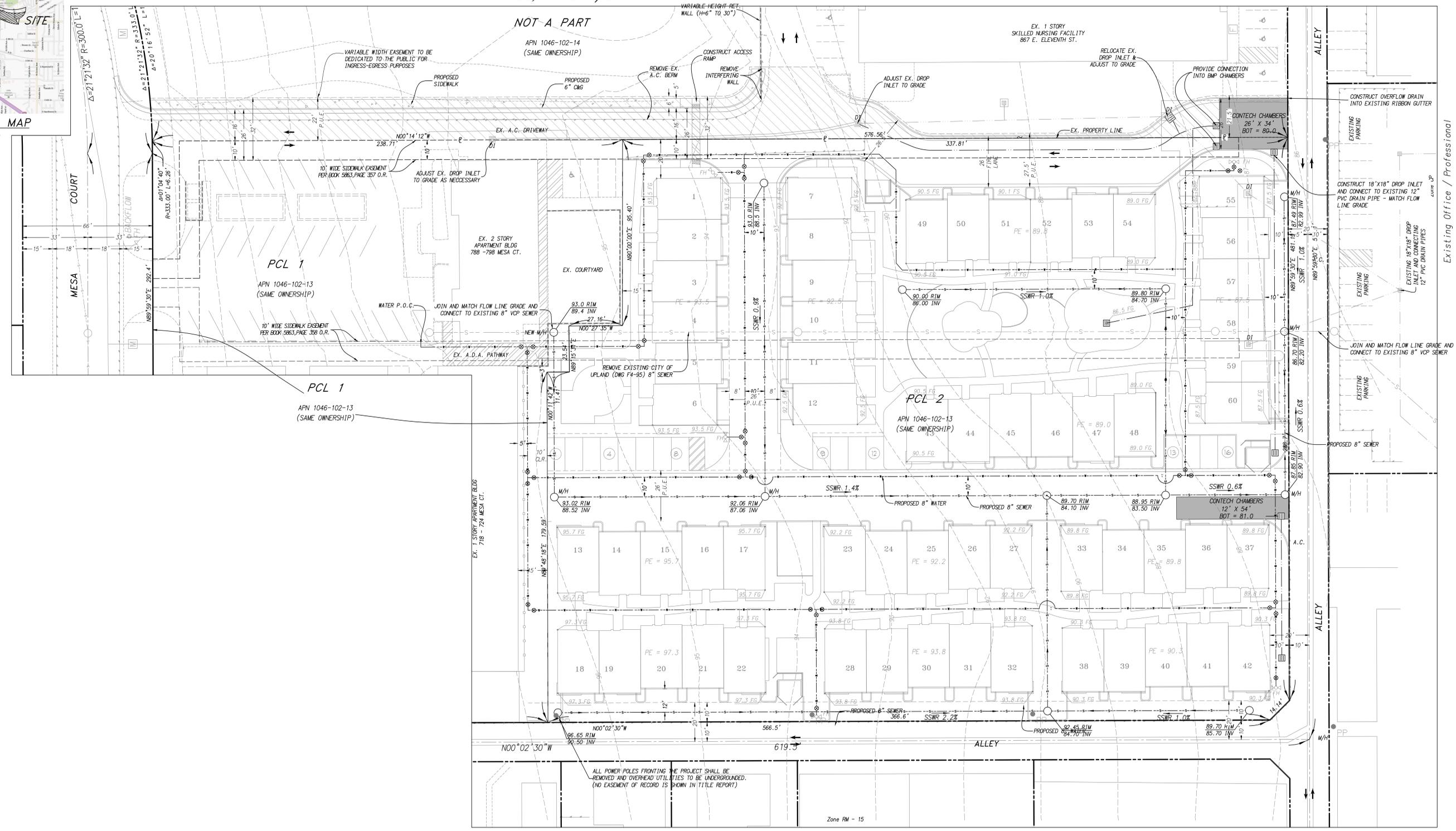
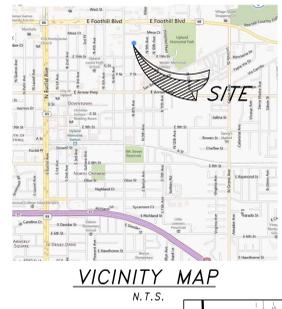
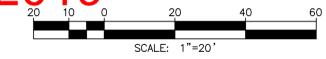
DESIGN	DATE	APP'D
SHH		
SHH		
SHH		

DESCRIPTION OF CHANGE: CONCEPTUAL GRADING AND SITE PLAN  
TENTATIVE PARCEL MAP NO. 19435  
POWERS DESIGN & DEVELOPMENT  
708 Mesa Court  
Upland, CA 91786

JOB NO. 19-620

# EXCERPT: Planning Commission Packet from December 11, 2019

PCL 1  
P.M. 58, P.M.B. 1/54



Existing Office / Professional

### UTILITIES

**WATER**  
CITY OF UPLAND  
MARK WILEY, OPERATIONS MANAGER  
909-291-2945

**SEWER**  
CITY OF UPLAND  
HARRISON NGUYEN, SR., ENGINEER  
909-931-4378

**ELECTRICITY**  
SOUTHERN CALIFORNIA EDISON CO.  
1351 E. FRANCIS STREET  
ONTARIO, CA 91761  
909-930-6591

**TELEPHONE**  
VERIZON  
1400 EAST PHILLIPS  
POMONA, CA 91766  
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**GAS**  
SOUTHERN CALIFORNIA GAS CO.  
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TIME WARNER TELECOM  
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### ABBREVIATIONS

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TG	TOP OF GRATE ELEVATION	S/W	SIDEWALK
DI	DROP INLET	D/W	DRIVEWAY
		[X]	NUMBER OF EXISTING PARKING SPACES

### LEGEND

---	PROPERTY BOUNDARY / LIMIT OF WORK
---	LIMIT OF DEMOLITION
---	FLOW LINE
(XXX.XX)	EXISTING SPOT ELEVATION
XXX	EXISTING SURFACE CONTOUR
XXX	FINISH SURFACE CONTOUR
-R-GB-	RIDGE LINE OR GRADE BREAK
→	DIRECTION OF FLOW
[Pattern]	PROPOSED CONCRETE
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### LEGAL DESCRIPTION

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### BENCH MARK

BENCH MARK NO. 60-86  
2" CITY OF UPLAND BRASS DISK SET IN S/E COR PCC CATCH BASIN 50 FT NORTH OF C/L 11TH STREET AND 22 FT EAST OF C/L CAMPUS AVENUE.  
ELEV: 1285.30 FEET

**OWNER**  
POWERS DESIGN & DEVELOPMENT  
708 MESA COURT  
UPLAND, CA 91786  
(909) 257-8612  
ATTN: GREG POWERS

DESCRIPTION OF CHANGE	DATE	APP'D
<b>CONCEPTUAL COMPOSITE UTILITY PLAN</b>		
<b>TENTATIVE PARCEL MAP NO. 19435</b>		
<b>POWERS DESIGN &amp; DEVELOPMENT</b>		
<b>708 Mesa Court</b>		
<b>Upland, CA 91786</b>		
DESIGN	SHH	<b>C3</b>
DRAWN	SHH	
CHECKED		
JOB NO.		19-620

**LEH**  
**LEH & Associates**  
Engineers/Surveyors  
5080 Layton Street  
Alta Loma, CA 91737  
Tel: (909) 941-4817  
Fax: (909) 941-4350



LUCINDA E. HACKETT, 09/21/2019

## Exhibit E – Site Plan



# PROJECT: 60 UNIT TOWNHOUSES

## LOCATION: 790 MESA COURT, UPLAND, CA



**Powers Design & Development**

Soroush Rahbari, AIA  
Architect  
Phone: 949.559.0111  
Fax: 949.579.8778  
DesignerProjects@outlook.com  
4790 Irvine Blvd., Suite 105-276 Irvine, CA 92620  
DESIGNER PROJECTS  
Architecture, Planning, Project Management

**SCOPE OF WORK:** NEW DEVELOPMENT OF 60 TOWNHOUSE UNITS FOR RENT.

**SHEET INDEX:**

- T-1.0 TITLE SHEET
- A-0.1 EXIST/DEMOLITION SITE PLAN
- A-1.0 PROPOSED SITE PLAN
- A-1.1 BUILDING TYPE 1 FLOOR PLANS
- A-1.2 NOT USED
- A-1.3 BUILDING TYPE 1 ELEVATIONS
- A-2.1 BUILDING TYPE 2 FLOOR PLANS
- A-2.2 ROOF PLANS
- A-2.3 BUILDING TYPE 2 ELEVATIONS
- A-3.1 UNITS FLOOR PLANS
- A-4.1 BUILDING SECTIONS
- L-1 LANDSCAPE PLAN
- E-0 ELECTRICAL FIXTURE SCHEDULES
- E-1.0 ELECTRICAL UTILITY SITE PLAN
- E-1.0A PHOTOMETRIC SITE PLAN
- C-1 TENTATIVE PARCEL MAP
- C-2 GRADING PLAN
- C-3 UTILITY PLAN



VICINITY MAP

**PROJECT TEAM**

- OWNER/DEVELOPER:**  
POWERS DESIGN & DEVELOPMENT 909-996-6858  
GREG POWERS, GREG@IPDD.COM
- ARCHITECT:**  
DESIGNER PROJECTS 949-552-1211  
SOROUSH RAHBARI, DESIGNERPROJECTS@OUTLOOK.COM
- GEOTECHNICAL ENGINEER:**  
ASSOCIATED SOILS 562-426-7990  
LAWRENCE CHANG, LCHANG@ASSOCIATEDSOILS.COM
- CIVIL ENGINEER:**  
LEH & ASSOCIATES 909-941-4817  
STEPHEN H. HACKET, LEHCIVIL1@GMAIL.COM
- STRUCTURAL ENGINEER:**  
WILLIAM SIMPSON & ASSOC 949-206-9929.  
MASOUD JAFARI, M.JAFARI@WSASE.COM
- MECH./ELECT./PLUMB. ENGINEER:**  
TDA CONSULTING 714-235-5915  
THOMAS DANG, TDANG@TDACONSULTINGINC.COM
- LANDSCAPE ARCHITECT:**  
TWO TREES DESIGN 626-278-2766  
CAMILLE PERNG, PRUNUS@GMAIL.COM
- TRAFFIC STUDY:**  
LINSOTT, LAW & GREENSPAN, ENGINEERS 949.825.6175 X238  
DAN KLOOS, KLOOS@LLGENGINEERS.COM
- AIR QUALITY AND NOISE STUDY:**  
YORKE ENGINEERING, LLC 805-293-7867  
BRADFORD BOYES, BBOYES@YORKENGR.COM
- BIOLOGICAL SURVEY ANALYSIS:**  
DAVEY RESOURCE GROUP 805-946-1700  
DAVID LEE, DAVID.LEE@DAVEY.COM



PHASING PLAN

**BUILDING CODE SUMMARY**

PROJECT SHALL COMPLY WITH:  
2016 CALIFORNIA RESIDENTIAL CODE (CRC)  
2016 CALIFORNIA BUILDING CODE (CBC) CHAPTER 1102 A.3.1- MULTI STORY DWELLING ACCESSIBILITY ONLY.  
2016 CALIFORNIA GREEN BUILDING STANDARDS CODE  
2016 CALIFORNIA MECHANICAL CODE (CMC)  
2016 CALIFORNIA PLUMBING CODE (CPC)  
2016 CALIFORNIA ELECTRICAL CODE (CEC)  
2016 CALIFORNIA FIRE CODE (CFC)  
2016 CALIFORNIA ENERGY CODE (CEC)

**OCCUPANCY GROUPS**

TOWNHOUSES: R-3  
PRIVATE GARAGES: U

**TYPE OF CONSTRUCTION**

TYPE VB

**FIRE SPRINKLERS**

AUTOMATIC RESIDENTIAL FIRE SPRINKLER FOR TOWNHOUSES IN ACCORDANCE WITH NFPA 13D PER CRC R 313.1.1

**ALLOWABLE HEIGHT**

THREE STORIES ABOVE GRADE PER CRC R301.2. 2.3.1 & R301.3

**ALLOWABLE AREA**

UNLIMITED FOR TOWNHOUSE WITH SEPARATIONS FROM OTHER UNITS PER CRC R302.2 & 302.2.2.

**FIRE RATED SEPARATION BETWEEN UNITS**

ONE HOUR ASSEMBLY PER CRC R302.2 & 302.2.2 EXCEPTION.

**FIRE RATED CONSTRUCTION REQUIREMENTS**

ELEMENT	MIN. FIRE RATING	MIN. FIRE SEPARATION
WALLS	0 HOURS	3 FEET
PROJECTIONS	0 HOURS	3 FEET
OPENING IN WALLS	0 HOURS	3 FEET
PENETRATIONS	NONE REQUIRED	3 FEET

**DWELLING GARAGE OR CARPORT SEPARATION**

PER CRC TABLE 302.6  
SEPARATION MATERIAL  
FROM GARAGE & ATTIC NOT LESS THAN 1/2 INCH GYPSUM BOARD APPLIED TO GARAGE SIDE

FROM HABITABLE ROOMS ABOVE THE GARAGE NOT LESS THAN 5/8 INCH TYPE X GYPSUM BOARD OR EQUIVALENT

STRUCTURES SUPPORTING FLOOR/CEILING ASSEMBLIES NOT LESS THAN 1/2 INCH GYPSUM BOARD OR EQUIVALENT

**ACCESSIBILITY REQUIREMENTS**

PER CRC SECTION R320- DWELLING UNITS IN A BUILDING OF THREE OR MORE APARTMENT BUILDING OR FOUR OR MORE CONDOMINIUM UNITS SHALL MEET THE REQUIREMENTS OF THE CBC CHAPTER 11A.

PER CBC 1102A3.1- AT LEAST TEN PERCENT (10%) BUT NOT LESS THAN ONE OF THE MULTI-STORY DWELLING UNITS IN APARTMENT BUILDINGS SHALL COMPLY.

**ZONING INFORMATION**

**ADDRESS:** 790 MESA COURT, UPLAND, CA 91786

**LEGAL DESCRIPTION:** APN. 1046-102-13-0000

PARCEL 2 P.M. NO. 58, P.M.B. 1/54

**ZONE:** RM-30

FRONT SETBACK: 20'

SIDE SETBACK: 5'

REAR SETBACK: 15'

DISTANCE BETWEEN BUILDINGS: 15'

**PARCEL SIZE:** 108,593 SQ. FT = 2.49 ACRES.

NO. OF EXISTING UNITS TO DEMOLISH ... 6

NO. OF PROPOSED NEW UNITS: ..... 60

**DENSITY:** 60 / 2.49 = 24 UNITS PER ACRE

**OPEN SPACE:**

PRIVATE OUTDOOR REQUIRED: 100 SQ. FT./UNIT

**PRIVATE OUTDOOR PROVIDED:** 104 SQ. FT./UNIT

COMMON OUTDOOR REQUIRED: 250 x 60 = 15,000 SQ. FT.

**COMMON OUTDOOR PROVIDED:** 16,000 SQ. FT.

RECREATION FACILITY #1: 2,500 SQ. FT.

RECREATION FACILITY #2: 2,400 SQ. FT.

RECREATION FACILITY #3: 11,100 SQ. FT.

**PARKING:**

PARKING REQUIRED: TOTAL 132

60X2=120 GARAGE;

60:5=12 GUEST

PARKING PROVIDED TOTAL: 136

120 IN GARAGE;

16 GUESTS; INCLUDING 1 VAN ACCESSIBLE SPACE

**BUILDING AREA:**

FIVE-UNIT (5-PLEX) BUILDING - TYPE 1				
FLOOR	CONDITIONED R-3	UNCONDITIONED R-3 (COVERED PATIO, BALCONY)	GARAGE U	TOTAL AREA IN SQ.FT.
FIRST	645	420	2,240	3,305
SECOND	2,974	320	0	3,294
THIRD	3,066	0	0	3,066
TOTAL	6,685	740	2,240	9,665

SIX-UNIT (6-PLEX) BUILDING - TYPE 2				
FLOOR	CONDITIONED R-3	UNCONDITIONED R-3 (COVERED PATIO, BALCONY)	GARAGE U	TOTAL AREA IN SQ.FT.
FIRST	749	525	2,690	3,964
SECOND	3,564	384	0	3,948
THIRD	3,674	0	0	3,674
TOTAL	7,987	909	2690	11,586



PATIO PRIVACY FENCE



MAILBOX KIOSK STRUCTURE

PROJECT TITLE:  
*Mesa Court Apartments*  
*60 Unit Apartment Complex*  
790 Mesa Court  
Upland, CA. 91786

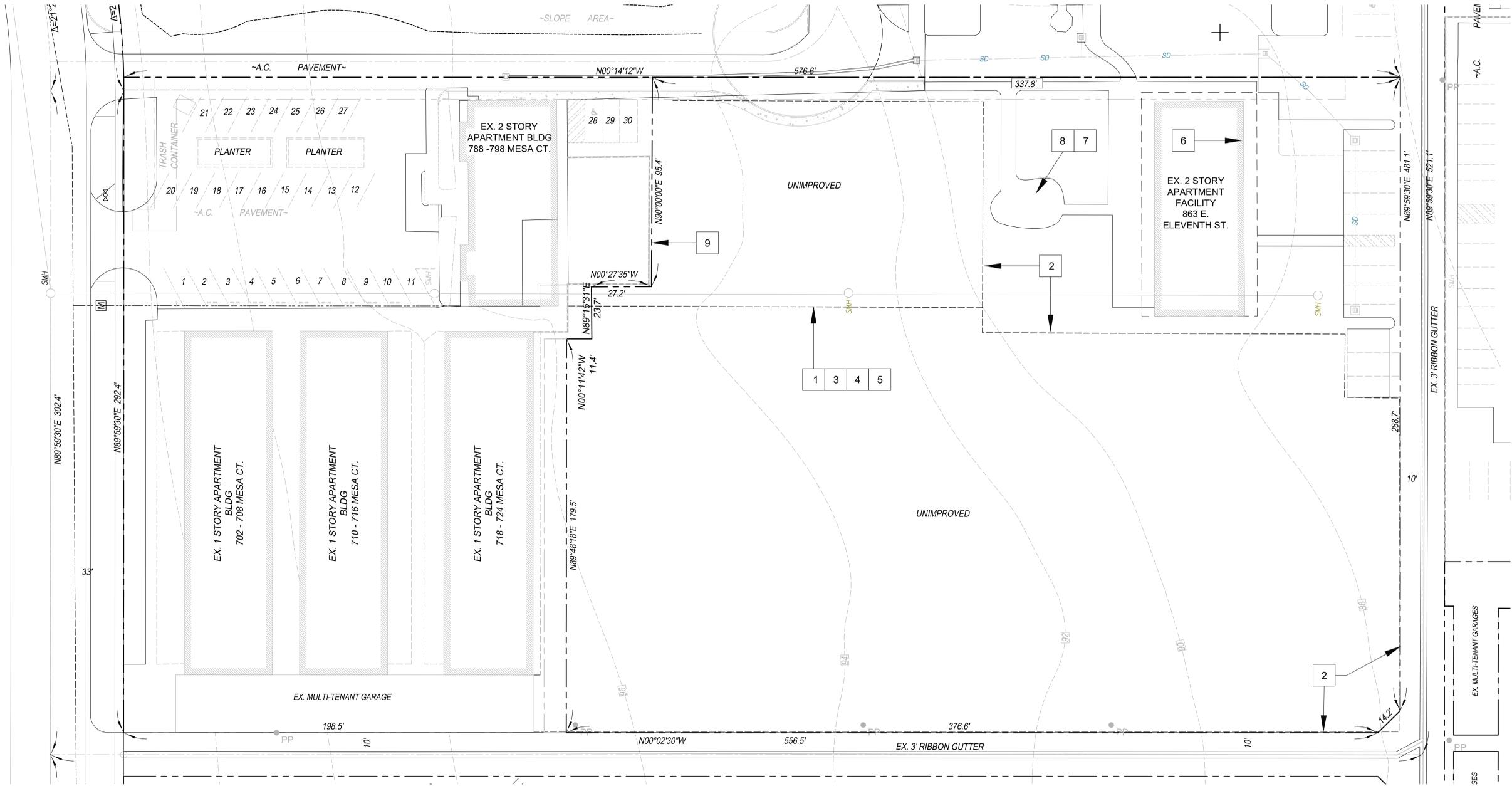
SHEET TITLE:

REVISIONS BY

DATE	05/06/19
PLOT DATE	6/3/2019
SCALE	AS SHOWN
PROJECT	MESA COURT
SHEET	T-1.0
OF	SHEET

SITE DEMOLITION NOTES:

- 1 RELOCATE EXISTING FENCE TO CONSTRUCTION SITE PERIMETER
- 2 EXISTING CHAIN LINK FENCE TO REMAIN IN PLACE DURING CONSTRUCTION
- 3 ALL EXISTING UNDERGROUND UTILITIES TO BE TERMINATED, CAPPED, RELOCATED OR UTILIZED PER CIVIL AND PLUMBING PLANS.
- 4 GENERAL CONTRACTOR TO CONTACT DIG ALERT PRIOR TO ANY DEMOLITION.
- 5 GENERAL CONTRACTOR TO SHUT OFF ALL UTILITIES PRIOR TO ANY DEMOLITION.
- 6 DEMOT EXISTING STRUCTURE BEFORE START OF PHASE 3 CONSTRUCTION.
- 7 REMOVE EXISTING CONCRETE AND HARDSCAPE BEFORE START OF PHASE 3 CONSTRUCTION.
- 8 REMOVE EXISTING TREES BEFORE START OF PHASE 3 CONSTRUCTION.
- 9 PROPOSED PARCEL LOT LINE.



SITE DEMOLITION PLAN

SCALE: 1"=20'

Soroush Rahbari, AIA  
Architect

Phone: 949.569.0311  
Fax: 949.579.0778  
DesignerProject@aol.com

4790 Irvine Blvd., Suite  
105-276 Irvine, CA 92620

DESIGNER  
PROJECTS

Architecture, Planning, Project Management

PROJECT TITLE:

Mesa Court Apartments  
60 Unit Apartment Complex  
790 Mesa Court  
Upland, CA. 91786

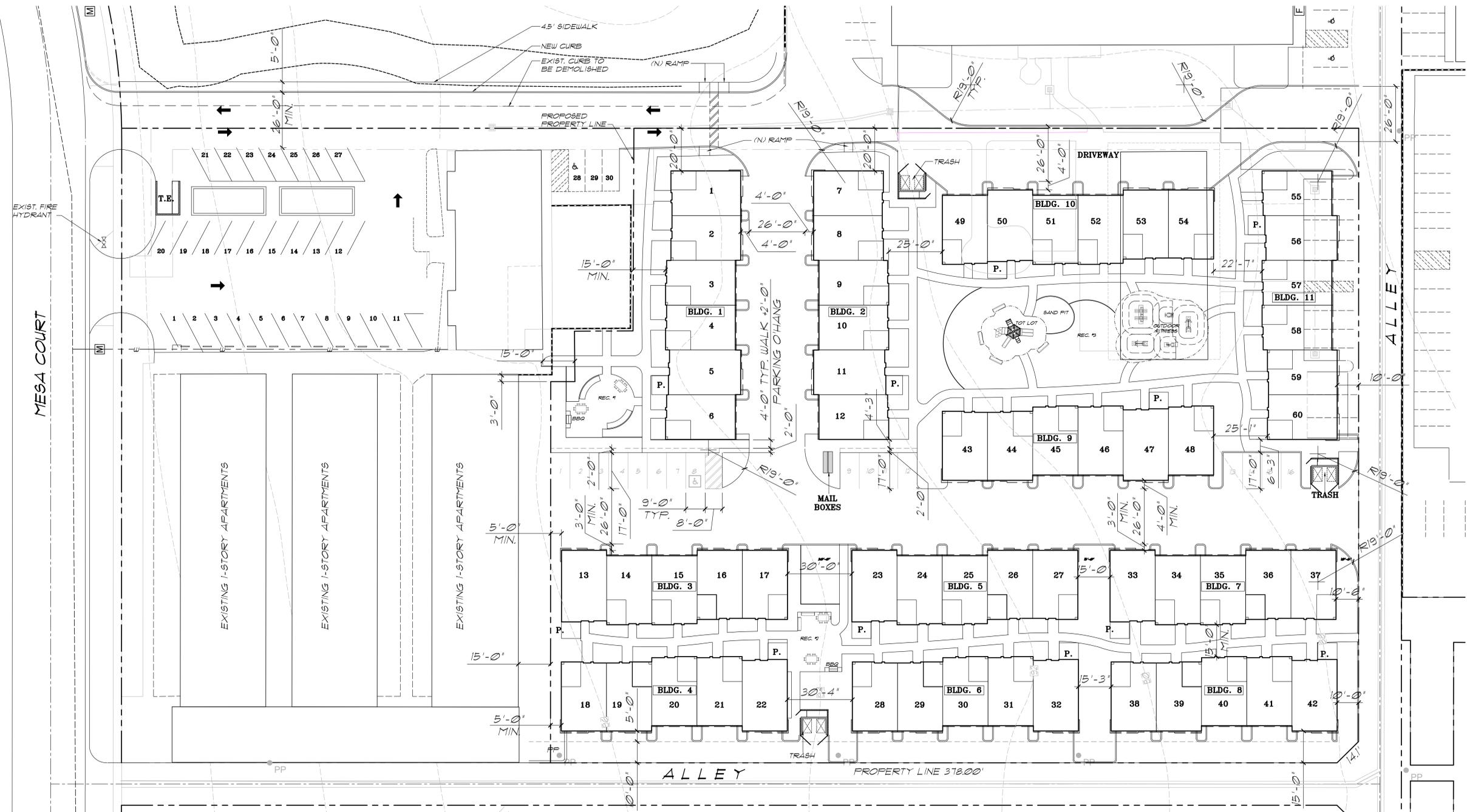
SHEET TITLE:  
SITE DEMOLITION  
PLAN

REVISIONS	BY

DATE	09/23/19
PLOT DATE	9/23/2019
SCALE	AS SHOWN
PROJECT	MESA COURT
SHEET	

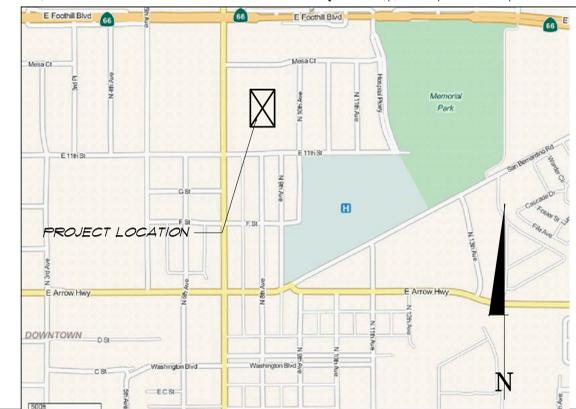
A-0.1

OF SHEET



PROPOSED SITE PLAN

SCALE: 1"=20'



VICINITY MAP

Soroush Rahbari, AIA  
Architect  
Phone: 949.569.0311  
Fax: 949.679.9778  
DesignerProject@aoutlook.com  
4790 Irvine Blvd., Suite  
105-276 Irvine, CA 92620



PROJECT TITLE:

Mesa Court Apartments  
60 Unit Apartment Complex  
790 Mesa Court  
Upland, CA. 91786

SHEET TITLE:  
PROPOSED SITE  
PLAN

REVISIONS BY

DATE  
09/23/19  
PLOT DATE  
9/23/2019  
SCALE  
AS SHOWN  
PROJECT  
MESA COURT  
SHEET

A-1.0

OF SHEET

## **Exhibit F – Colored Elevations**





**FRONT ELEVATION**



GABLE END DESIGN CONCEPT



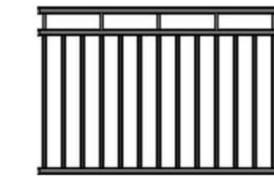
DECORATIVE WINDOW RAIL



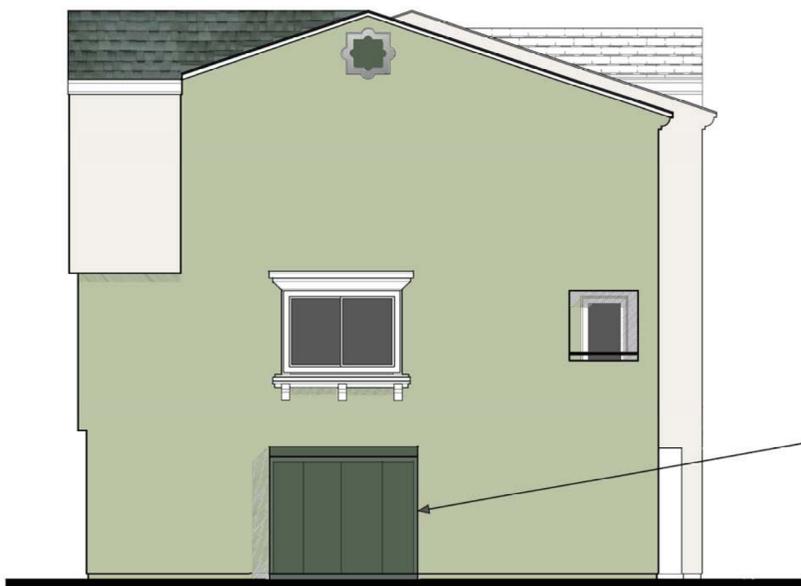
**REAR ELEVATION**



STUCCO COVERED EPS FOAM TRIM AND CORBEL



WROUGHT IRON BALCONY RAIL



**RIGHT ELEVATION**

UTILITY METER ENCLOSURES WHERE OCCUR



**LEFT ELEVATION**



DECORATIVE MOTIFS

Approx. 32'-6"

5'-8"  
7"  
8'-1"  
12"  
8'-1"  
12"  
8'-1"

Soroush Rahbari, AIA  
Architect  
Phone: 949.532.1211  
Fax: 949.679.8778  
DesignerProjects@aolhook.com  
4790 Irvine Blvd., Suite  
102-276 Irvine, CA 92620

**DESIGNER PROJECTS**  
Architecture, Planning, Project Management

PROJECT TITLE:  
**Mesa Court Apartments**  
**60 Unit Apartment Complex**  
790 Mesa Court  
Upland, CA. 91786

SHEET TITLE:  
**BUILDING TYPE 1 ELEVATIONS**

DATE	05/06/19
PLT DATE	6/3/2019
SCALE	AS SHOWN
PROJECT	MESA COURT
SHEET	<b>A-1.3</b>
OF	SHEET



FRONT ELEVATION



REAR ELEVATION



RIGHT ELEVATION



LEFT ELEVATION

PROJECT TITLE:

*Mesa Court Apartments*  
**60 Unit Apartment Complex**  
790 Mesa Court  
Upland, CA. 91786

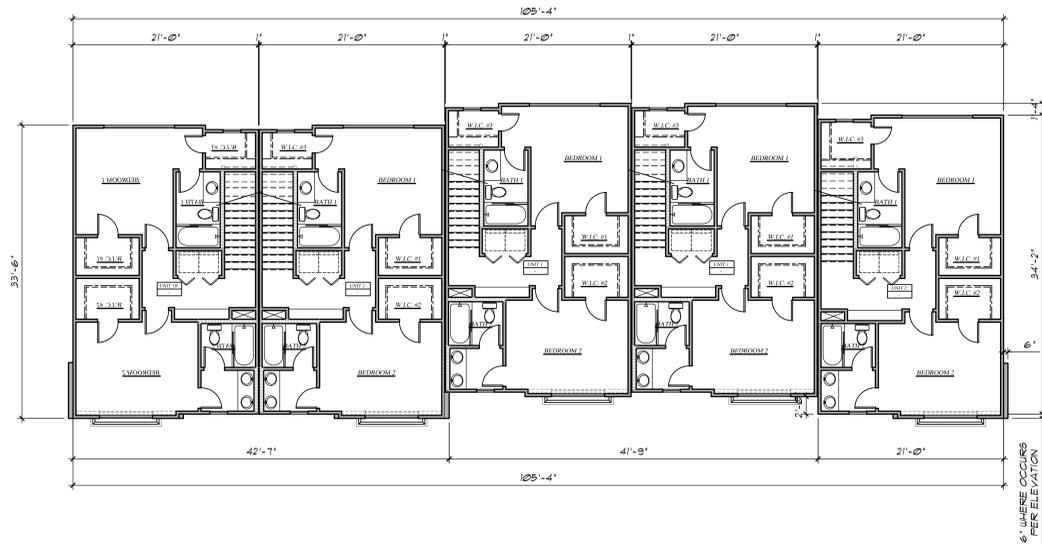
SHEET TITLE:  
**BUILDING TYPE 2 ELEVATIONS**

REVISION	BY

DATE	BY
05/06/19	
05/06/19	
06/03/2019	

## **Exhibit G – Floor Plans**

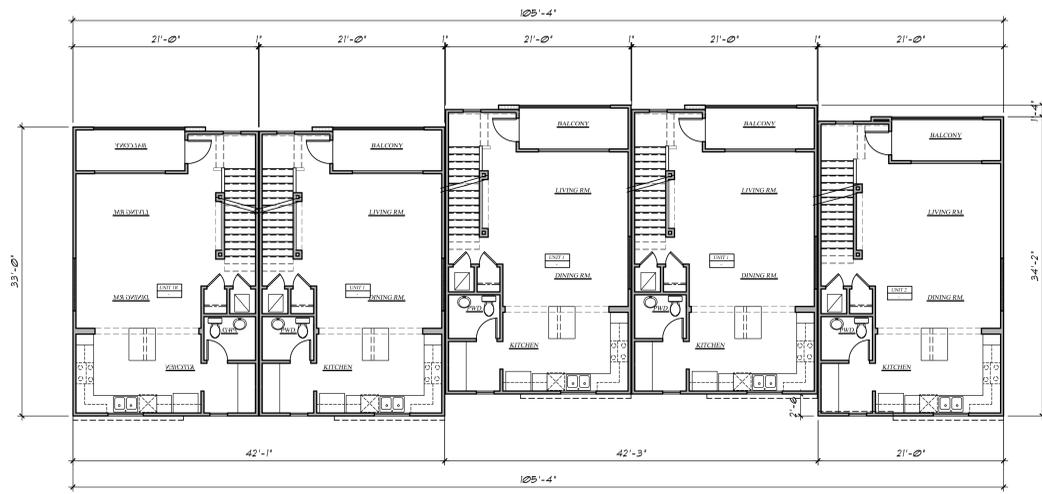




**BUILDING TYPE 1 - THIRD FLOOR**

SCALE: 1/8"=1'-0"

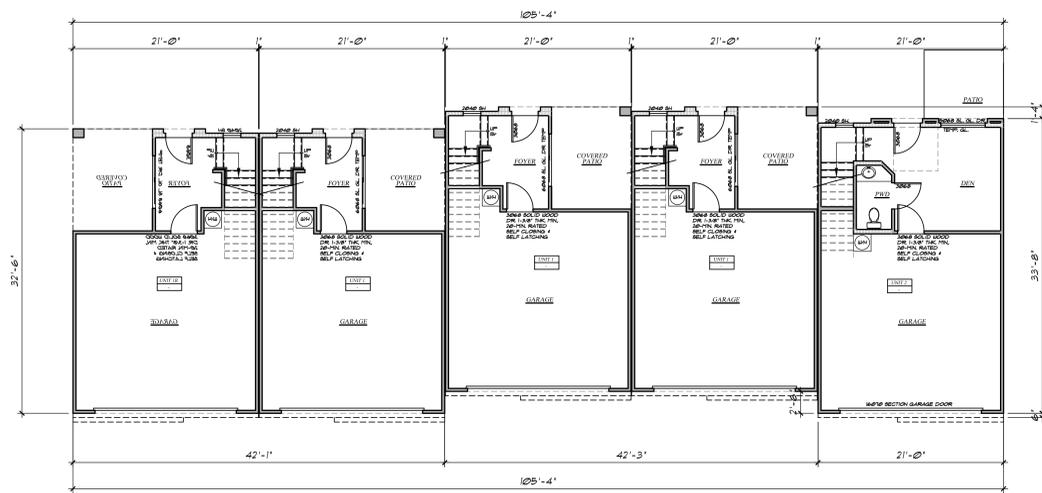
3



**BUILDING TYPE 1 - SECOND FLOOR**

SCALE: 1/8"=1'-0"

2



**BUILDING TYPE 1 - FIRST FLOOR**

SCALE: 1/8"=1'-0"

1

PROJECT TITLE:

**Mesa Court Apartments**  
**60 Unit Apartment Complex**  
790 Mesa Court  
Upland, CA. 91786

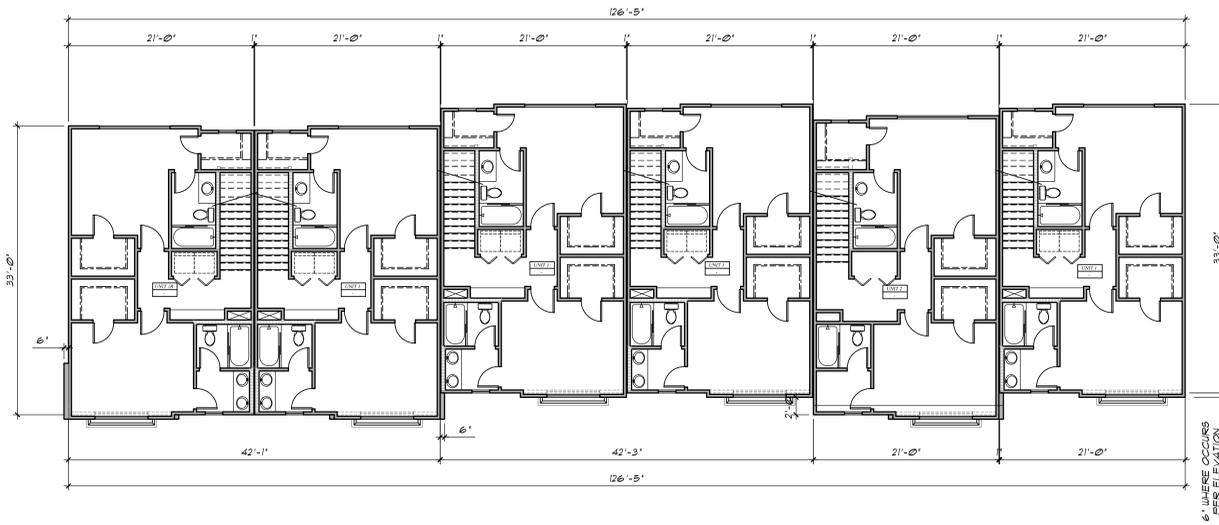
SHEET TITLE:  
**BUILDING TYPE 1**

REVISIONS

DATE: 09/23/19  
PLOT DATE: 9/23/2019  
SCALE: AS SHOWN  
JOB NO: MESA COURT  
SHEET

**A-1.1**

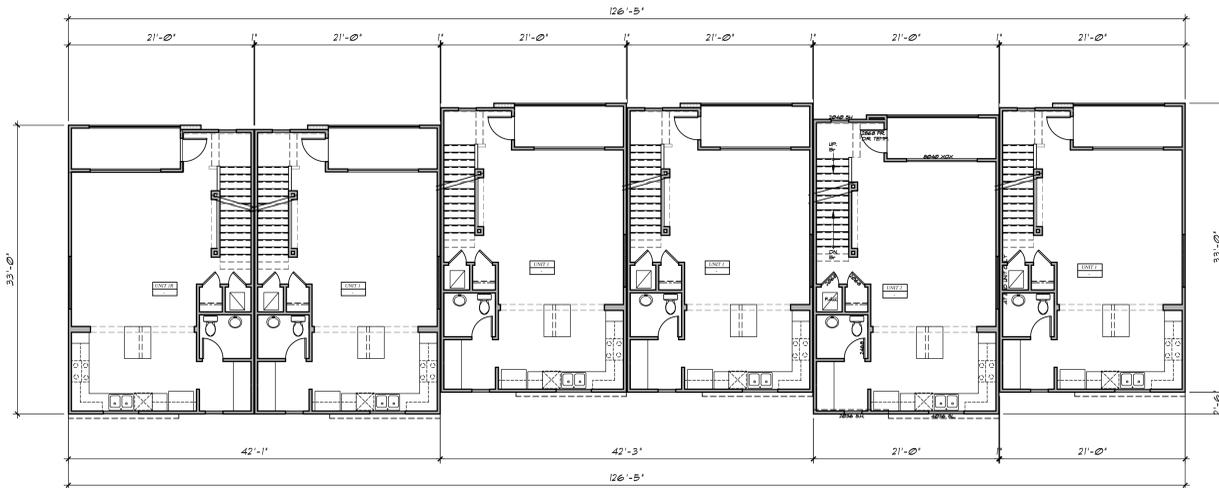
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**BUILDING TYPE 2 - THIRD FLOOR**

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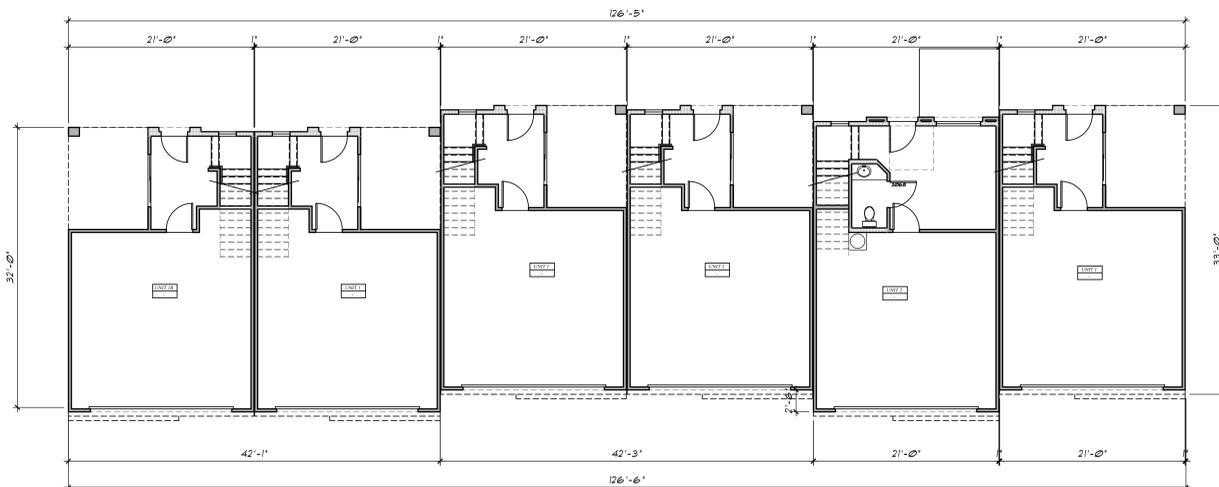
3



**BUILDING TYPE 2 - SECOND FLOOR**

SCALE: 1/8"=1'-0"

2



**BUILDING TYPE 2 - FIRST FLOOR**

SCALE: 1/8"=1'-0"

1



Soroush Rahbari, AIA  
Architect  
Phone: 949.569.0311  
Fax: 949.679.8778  
DesignerProjects@outlook.com  
4790 Irvine Blvd., Suite  
105-276 Irvine, CA 92620



Architecture, Planning, Project Management

PROJECT TITLE:

**Mesa Court Apartments**  
**60 Unit Apartment Complex**  
790 Mesa Court  
Upland, CA. 91786

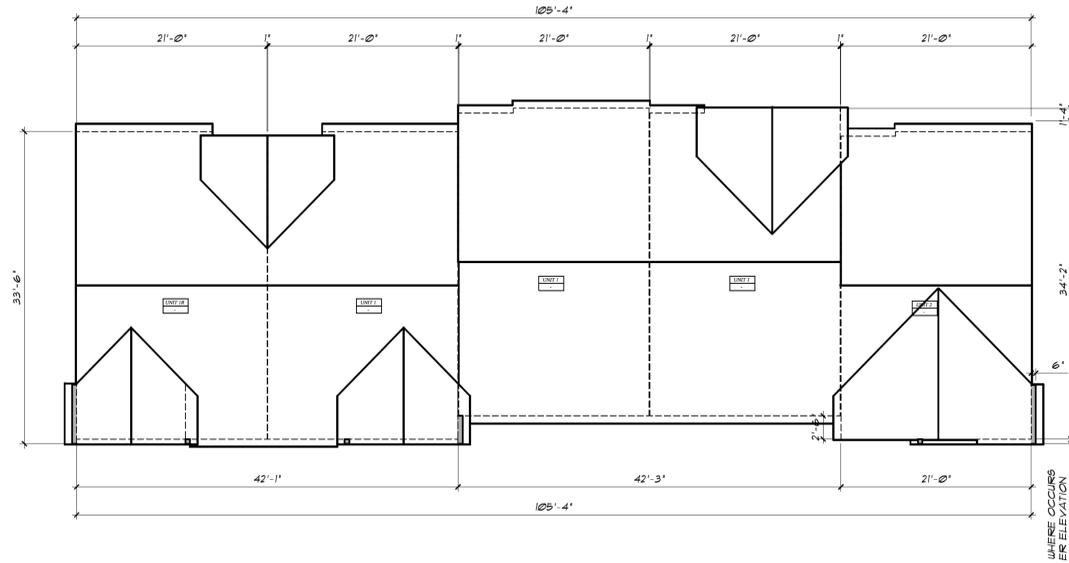
SHEET TITLE:  
**BUILDING TYPE 2**

REVISIONS BY

DATE: 09/23/19  
PLOT DATE: 9/23/2019  
SCALE: AS SHOWN  
PROJECT: MESA COURT  
SHEET

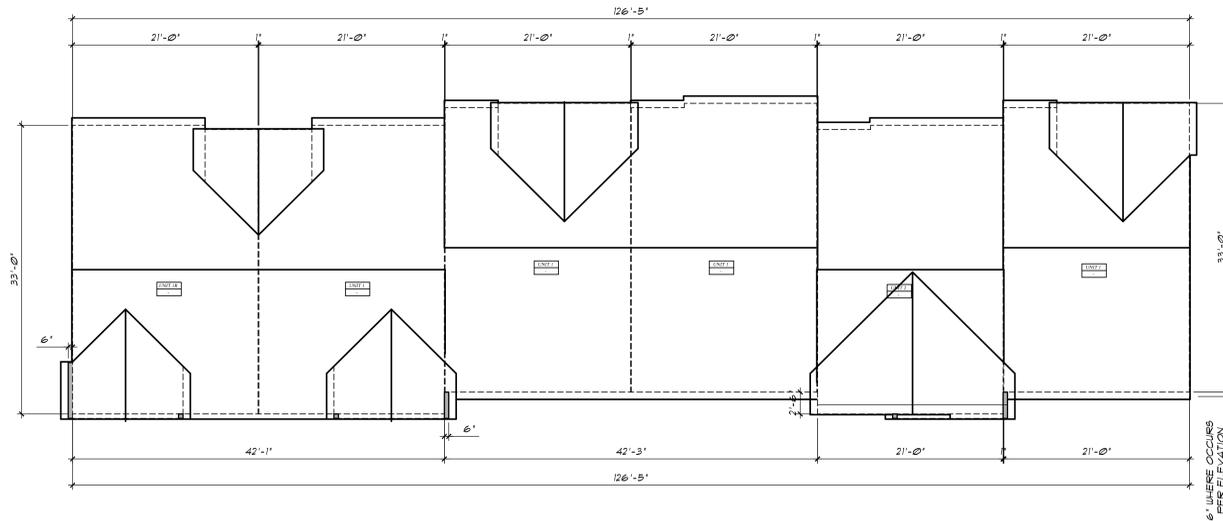
**A-2.1**

OF SHEET



**BUILDING TYPE 1 - ROOF PLAN**

2



**BUILDING TYPE 2 - ROOF PLAN**

SCALE: 1/8"=1'-0"

1

PROJECT TITLE:

**Mesa Court Apartments**  
**60 Unit Apartment Complex**  
790 Mesa Court  
Upland, CA. 91786

SHEET TITLE:  
**BUILDING TYPES**  
**ROOF PLANS**

REVISIONS BY

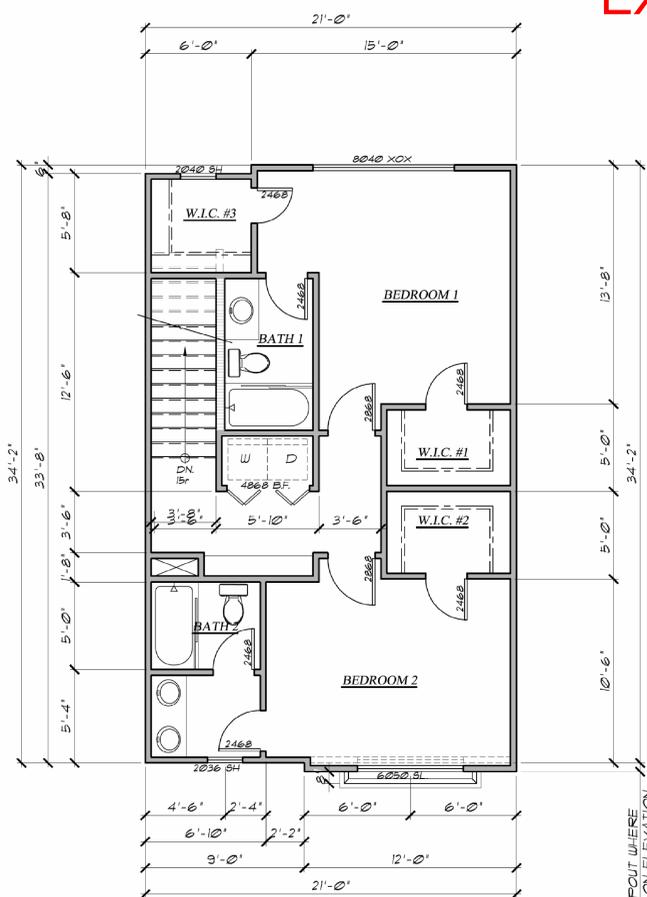
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PLOT DATE: 6/3/2019  
SCALE: AS SHOWN  
JOB NO: MESA COURT  
SHEET

**A-2.2**

OF SHEET

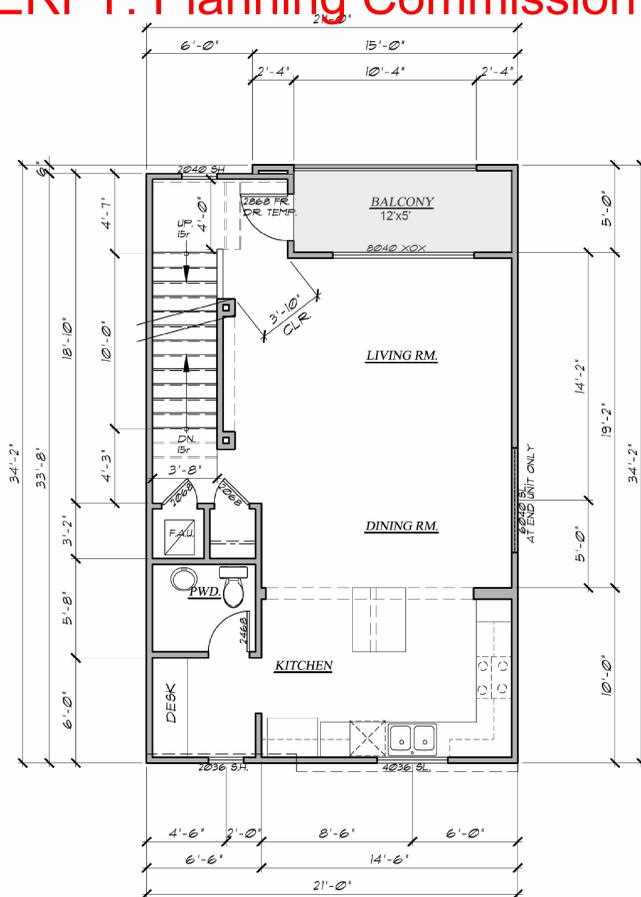
AREA CALCULATIONS:

PLAN 1		PLAN 2	
(EXT. WALLS INCLUDED)	(EXT. WALLS EXCLUDED)	(EXT. WALLS INCLUDED)	(EXT. WALLS EXCLUDED)
FIRST FLOOR	• 125 SQ. FT.	104 SQ. FT.	
SECOND FLOOR	• 625 SQ. FT.	580 SQ. FT.	
THIRD FLOOR	• 647 SQ. FT.	608 SQ. FT.	
TOTAL	• 1397 SQ. FT.	1302 SQ. FT.	
GARAGE	• 450 SQ. FT.		
PATIO	• 103 SQ. FT.		
BALCONY	• 64 SQ. FT.		
FIRST FLOOR	• 255 SQ. FT.	229 SQ. FT.	
SECOND FLOOR	• 650 SQ. FT.	614 SQ. FT.	
THIRD FLOOR	• 614 SQ. FT.	634 SQ. FT.	
TOTAL	• 1519 SQ. FT.	1477 SQ. FT.	
GARAGE	• 441 SQ. FT.		
BALCONY	• 64 SQ. FT.		
PATIO	• 104 SQ. FT.		

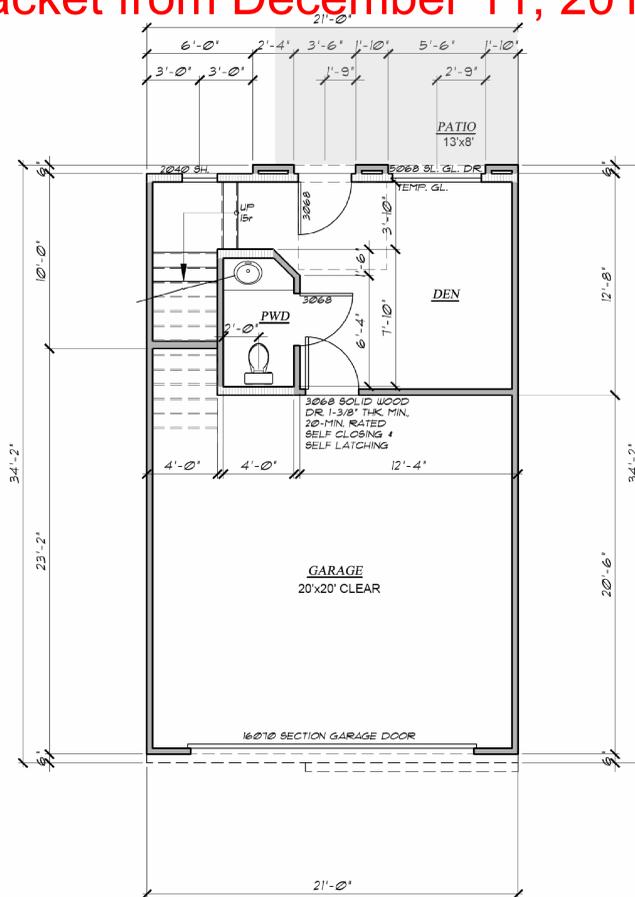


THIRD FLOOR

6" FPOUT WHERE OCCURS ON ELEVATION



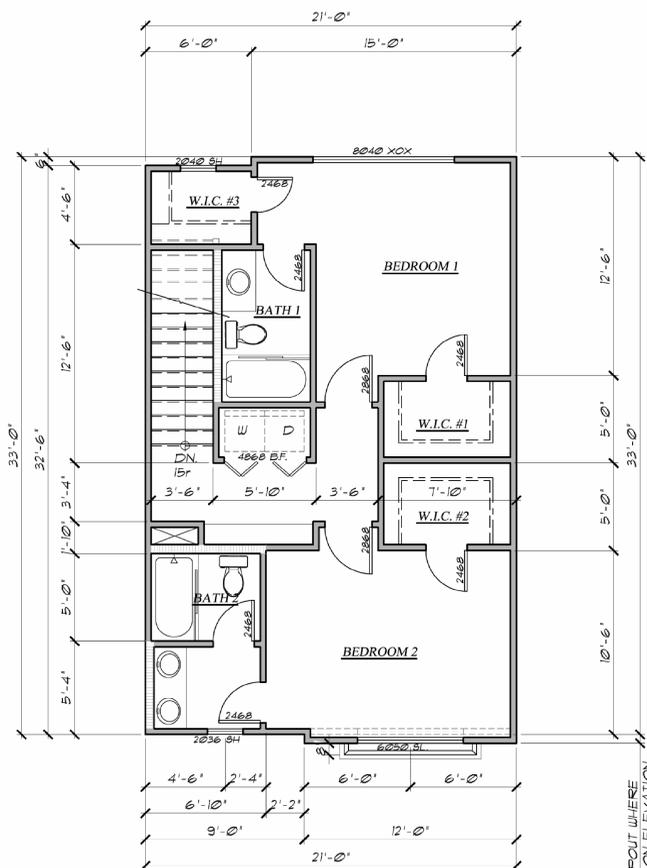
SECOND FLOOR



FIRST FLOOR

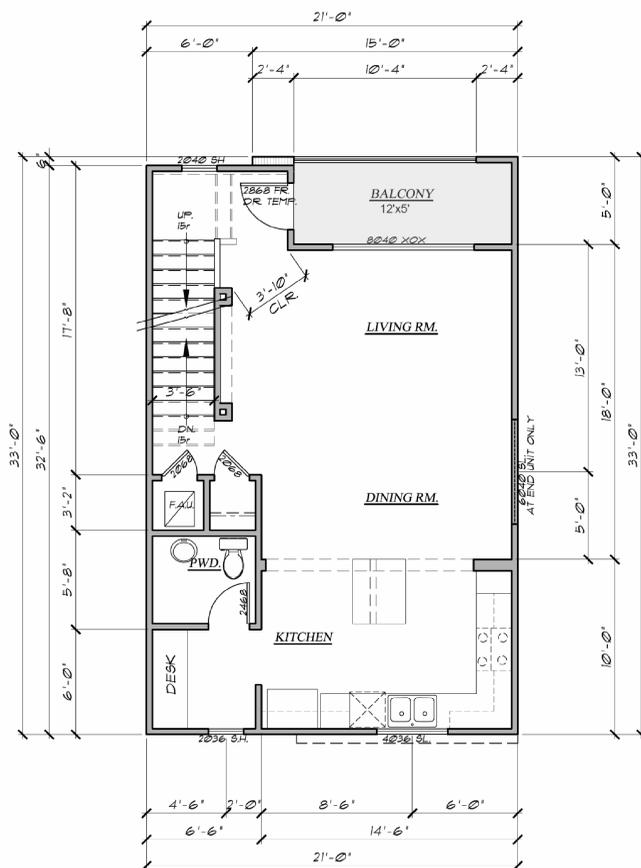
PLAN 2 FLOOR PLANS

SCALE: 1/4"=1'-0" 2

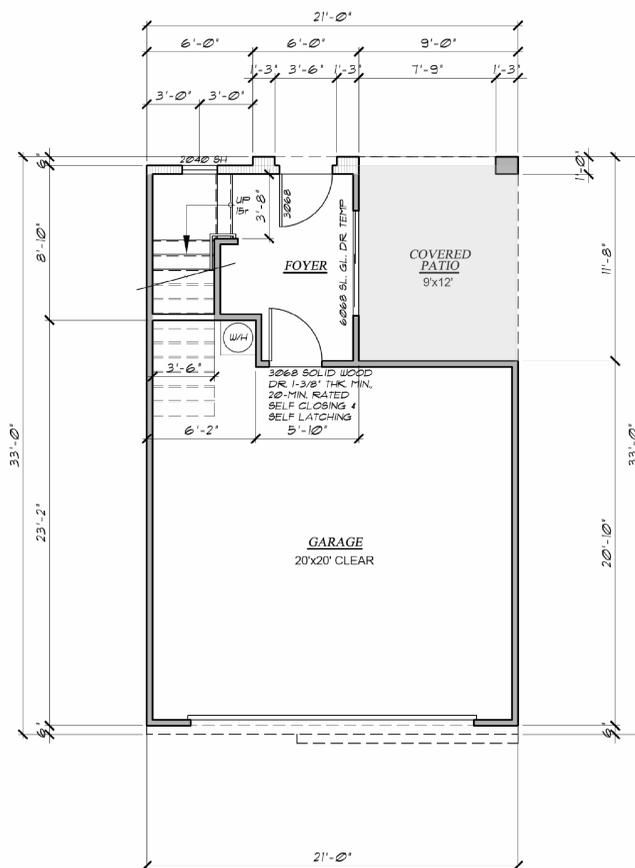


THIRD FLOOR

6" FPOUT WHERE OCCURS ON ELEVATION



SECOND FLOOR



FIRST FLOOR

PLAN 1 FLOOR PLANS

SCALE: 1/4"=1'-0" 1

Soroush Rahbari, AIA  
Architect  
Phone: 949.550.0311  
Fax: 949.570.8778  
DesignerProject@outlook.com  
4790 Irvine Blvd., Suite  
105-276 Irvine, CA 92620



PROJECT TITLE:

Mesa Court Apartments  
60 Unit Apartment Complex  
790 Mesa Court  
Upland, CA. 91786

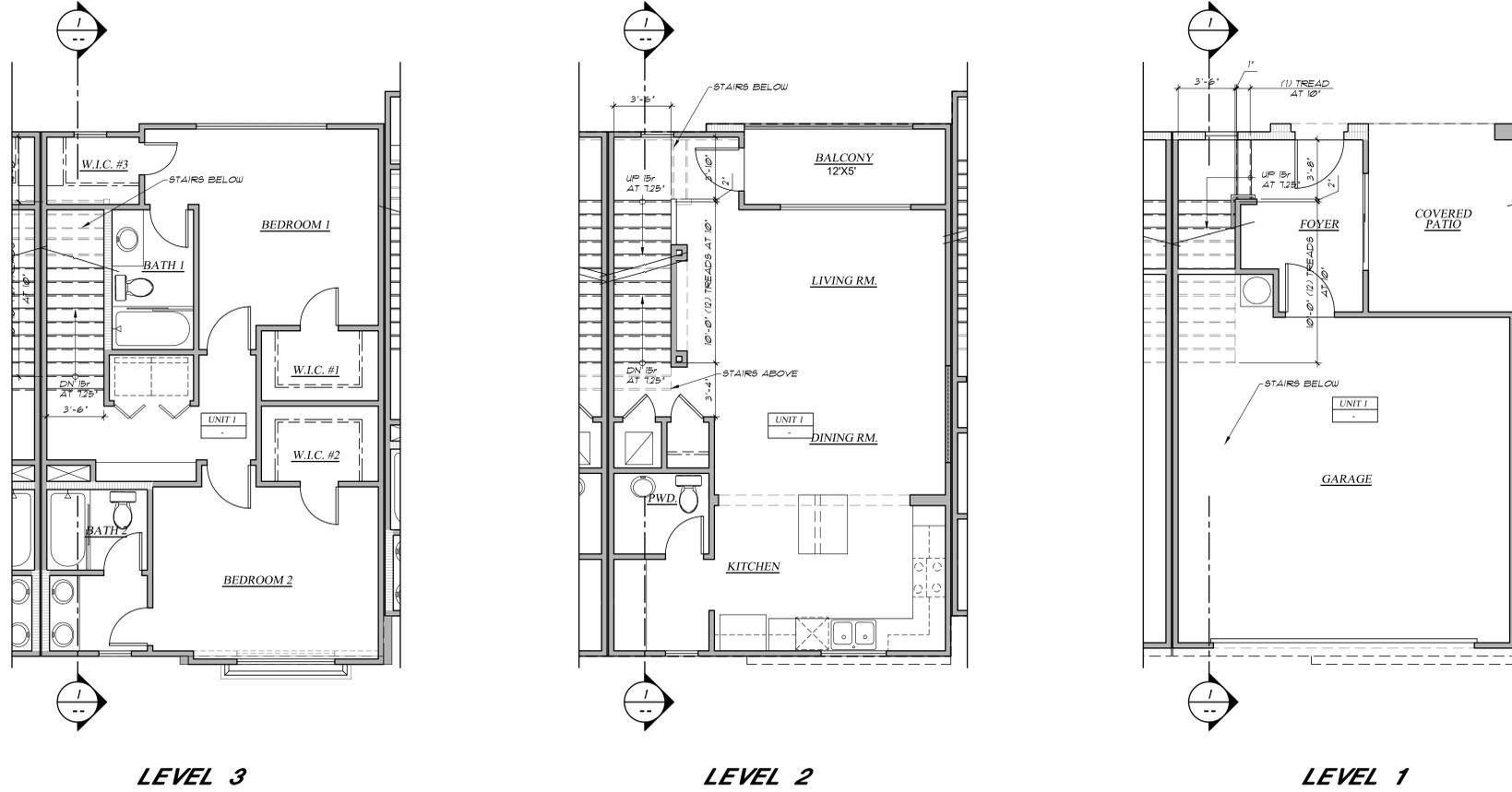
SHEET TITLE:  
PLAN 1 AND 2  
FLOOR PLANS

REVISIONS

DATE: 09/23/19  
PLOT DATE: 9/23/2019  
SCALE: AS SHOWN  
PROJECT: MESA COURT

A-3.1

OF SHEET



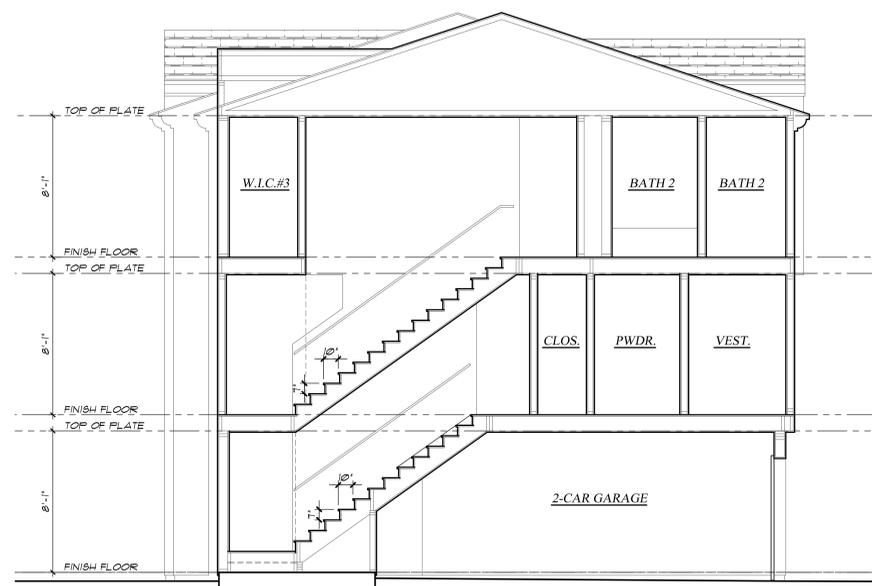
LEVEL 3

LEVEL 2

LEVEL 1

BUILDING 1 & 2 STAIR PLANS

SCALE: 1/4"=1'-0" 2



NOTE: ALL FINAL FRAMING DETAILS PER STRUCTURAL PLANS

BUILDING 1 & 2 STAIR SECTION

SCALE: 1/4"=1'-0" 1

Soroush Rahbari, AIA  
Architect  
Phone: 949.532.1211  
Fax: 949.679.8778  
Designer Project@outlook.com  
4790 Irvine Blvd., Suite 102-276 Irvine, CA 92620

DESIGNER PROJECTS  
Architecture, Planning, Project Management

PROJECT TITLE:

Mesa Court Apartments  
60 Unit Apartment Complex  
790 Mesa Court  
Upland, CA. 91786

SHEET TITLE:

REVISIONS BY

DATE: 09/23/19  
PROJ DATE: 9/23/2019  
SCALE: AS SHOWN  
JOB NO: MESA COURT  
SHEET

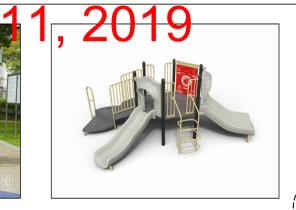
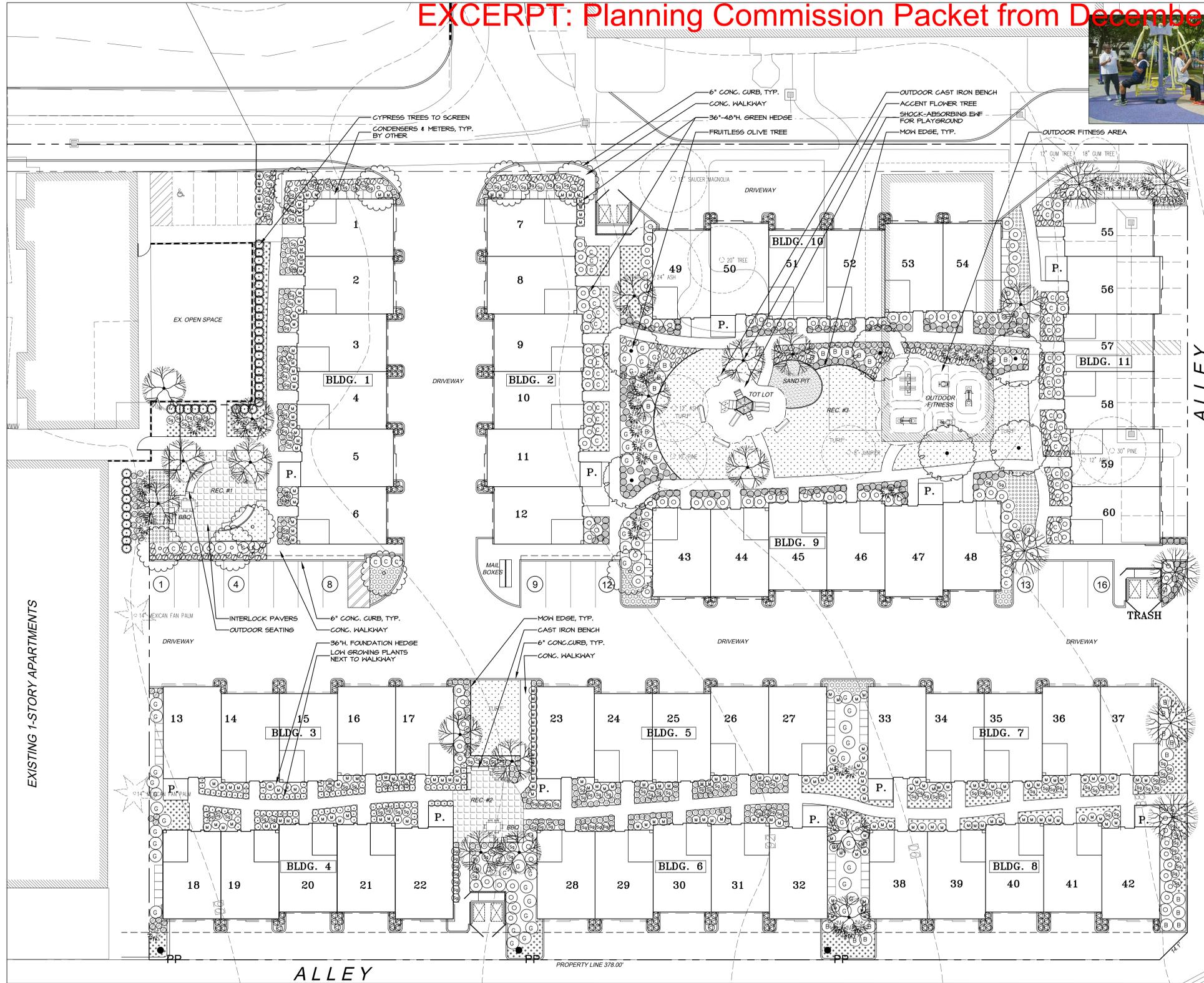
A-4.1

OF SHEET

# **Exhibit H – Preliminary Landscape Plan and Open Space Plan**



# EXCERPT: Planning Commission Packet from December 11, 2019



- PLANTING LEGEND**
- TREES**
- EX. TREES TO BE REMOVED
  - EX. PALM TREES TO BE REMOVED
  - 06 OLEA EUROPAEA 'MAJESTIC BEAUTY'  
36" BOX OLIVE TREE (L)(T)
  - 09 ARBUTUS MARINA  
36" BOX MARINA STRAWBERRY TREE (M)(T)
  - 17 CERCIS OCCIDENTALIS  
36" BOX WESTERN REDBUD (L)(T)
  - 06 CERODIUM 'DESERT MUSEUM'  
36" BOX PALO VERDE (L)(T)
  - 70 CUPRESSUS SEMPERVIRENS 'MONSHEL'  
24" BOX TINY TOWER ITALIAN CYPRESS (L)(T)  
- AT 36" O.C.
- SHRUBS**
- 36 AGAVE DESMETIANA 'VARIEGATA'  
15 GAL SMOOTH AGAVE (L)(S)
  - 207 RHAMNUS CALIFORNICA 'EVE CASE'  
15 GAL EVE CASE COFFEEBERRY (L)(S)
  - 139 OLEA EUROPAEA 'LITTLE OLIE'  
15 GAL DWARF OLIVE (L)(S)
  - 107 MYRTUS COMMUNIS 'COMPACTA'  
5 GAL DWARF MYRTLE (L)(S)
  - 171 SALVIA GREGGII 'FURMAN'S RED'  
5 GAL RED AUTUMN SAGE (L)(S)
  - 52 CALLISTEMON 'LITTLE JOHN'  
5 GAL DWARF BOTTLEBRUSH (L)(S)
  - 169 LAVENDULA ANGSTIFOLIA 'HIDCOTE BLUE'  
5 GAL HIDCOTE BLUE LAVENDER (L)(S)
  - 184 TRACHELOSPERMUM JASMINOIDES  
5 GAL STAR JASMINE (M)(Gc)
  - 47 GREVILLE LANIGERA 'PROSTRATA'  
5 GAL PROSTRATE GREVILLE (L)(S)
  - 29 BOUGAINVILLEA 'ROSENKA'  
5 GAL BUSH BOUGAINVILLEA (L)(G)
  - 73 STIPA TENUISSIMA  
5 GAL MEXICAN FEATHER GRASS (L)(G)
  - 196 NEPETA X FAASSENII 'BLUE WONDER'  
5 GAL BLUE WONDER CATMINT (L)(Gc)
  - 171 SENECIO VITALIS  
5 GAL NARROW-LEAF CHALKSTICKS (L)(Gc)
- GROUNDCOVERS**
- 4069 S.F. ST. AUGUSTINE GRASS  
SOD TURF (WST)
  - 1685 S.F. WESTRINGIA FRUTICOSA 'WES06'  
1 GAL LOW HORIZON WESTRINGIA (L)(Gc)  
- AT 24" O.C.
  - 466 S.F. LANTANA SPREADING HYBRID 'YELLOW'  
1 GAL YELLOW SPREADING LANTANA (L)(Gc)  
- AT 24" O.C.
  - ROSEMARY'S OFFICINALIS  
1867 S.F. 'HUNTINGTON CARPET'  
1 GAL HUNTINGTON CARPET ROSEMARY (L)(Gc)  
- AT 48" O.C.
- W.U.C.O.L.S. REGION 4 PLANT FACTOR: (L)-LOW, (M)-MODERATE, (H)-HIGH, (T)-TREE, (S)-SHRUB, (Gc)-GROUND COVER, (V)-VINE
- THE LANDSCAPE PLAN WILL COMPLY WITH THE WATER EFFICIENT LANDSCAPE ORDINANCE.
- LOT COVERAGE SUMMARY:**
- TOTAL LANDSCAPED AREA: 22,151 SF.
- 4,069 SF. OF WST WATER USE ON TURF (18.4%)
  - 815 SF. OF MEDIUM WATER USE PLANTS (3.7%)
  - 17,028 SF. OF LOW WATER USE PLANTS (76.9%)
  - 239 SF. OF NO WATER USE ON SAND PIT (1%)

EXISTING 1-STORY APARTMENTS

ALLEY

ALLEY



**TWO TREES DESIGN, INC.**  
LANDSCAPE ARCHITECTURAL DESIGN SERVICES  
1835 SAN DIEGO ST., WEST GARDENA, CA 91784  
909-279-2996  
www.twotreesdesign.com



## CONCEPTUAL LANDSCAPE PLAN

MESA COURT APARTMENTS  
60-UNIT APARTMENT COMPLEX  
790 MESA COURT,  
UPLAND, CA. 91786

DATE	REVISIONS

SCALE	AS SHOWN
DATE	7-31-2019
PROJECT NO.	P1916
DRAWN BY	
CHECKED BY	CP

SHEET NO.	L-1
OF 1 SHEETS	

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# Exhibit I – Traffic Impact Analysis



August 9, 2019

Mr. Greg Powers  
Powers Design and Construction  
4790 Irvine Boulevard, #105-276  
Irvine, CA 92620

LLG Reference: 2.19.4139.1

Subject: **Focused Traffic Impact Assessment for the Proposed  
Mesa Court Apartments**  
Upland, California

Dear Mr. Powers:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to present the findings of this Focused Traffic Impact Assessment for the proposed Mesa Court Apartments project (herein after referred to as "Project") located at 790 Mesa Court in the City of Upland, California. The Project site is 2.69 acres in size and is primarily vacant, except for the 6 existing apartment units located on the southeast corner of the site that will be demolished as part of the proposed Project.

The proposed Project will consist of 60 apartment units. The proposed Project will be developed in three phases (i.e. 20-units per phase) and is anticipated to be fully completed in the Year 2023. Access to the project site will be provided via the existing alley that connects to Mesa Court and via the existing alley that is located immediately south of the site (i.e. two proposed driveways).

The Focused Traffic Impact Assessment for the proposed Project will satisfy the traffic impact requirements of the City of Upland and will focus to the key study intersection of N. Campus Avenue at E. 11<sup>th</sup> Street, as requested by City of Upland staff in their comment letter dated July 2, 2019. Included in this traffic assessment are:

- 1) Existing traffic counts,
- 2) Estimated Project traffic generation/distribution/assignment,
- 3) Estimated cumulative project traffic generation/distribution/assignment,
- 4) AM and PM peak hour analyses for existing traffic conditions,
- 5) AM and PM peak hour analyses for existing plus project traffic conditions,
- 6) AM and PM peak hour analyses for Year 2023 cumulative without and with project traffic conditions, and
- 7) Recommended Improvements, if any.

**Engineers & Planners**  
Traffic  
Transportation  
Parking

**Linscott, Law &  
Greenspan, Engineers**

2 Executive Circle  
Suite 250  
Irvine, CA 92614  
**949.825.6175** T  
949.825.6173 F  
www.llgengineers.com

Pasadena  
Irvine  
San Diego  
Woodland Hills

Philip M. Linscott, PE (1924-2000)  
Jack M. Greenspan, PE (Ret.)  
William A. Law, PE (Ret.)  
Paul W. Wilkinson, PE  
John P. Keating, PE  
David S. Shender, PE  
John A. Boorman, PE  
Clare M. Look-Jaeger, PE  
Richard E. Barretto, PE  
Keil D. Maberry, PE

## PROJECT DESCRIPTION

The proposed Project site is located at 790 Mesa Court in the City of Upland, California. The Project site is 2.69 acres in size and is primarily vacant, except for the 6 existing apartment units located on the southeast corner of the site that will be demolished as part of the proposed Project. *Figure 1* presents a vicinity map which illustrates the general location of the Project and depicts the surrounding street system. *Figure 2* presents an aerial image of the existing site.

The proposed Project will consist of 60 apartment units. The proposed Project will be developed in three phases (i.e. 20-units per phase) and is anticipated to be fully completed in the Year 2023. Access to the project site will be provided via the existing alley that connects to Mesa Court and via the existing alley that is located immediately south of the site (i.e. two proposed driveways). *Figure 3* presents the proposed site plan for the proposed Project, prepared by Designer Projects.

## EXISTING CONDITIONS

### Existing Roadway Conditions

*Figure 4* presents an inventory of the existing roadway conditions for the key study intersection of N. Campus Avenue at E. 11<sup>th</sup> Street. This figure identifies the number of travel lanes and controls for the key study intersection.

### Existing Traffic Volumes

AM peak hour and PM peak hour traffic counts were collected by Transportation Studies Inc. (TSI) on July 18, 2019 at the intersection of N. Campus Avenue at E. 11<sup>th</sup> Street in order to develop the baseline peak hour traffic volume data for the intersection analysis.

*Figure 5* illustrates the existing AM and PM peak hour traffic volumes at the intersection of N. Campus Avenue at E. 11<sup>th</sup> Street.

*Appendix A* contains the detailed peak hour traffic count sheets for the intersection of N. Campus Avenue at E. 11<sup>th</sup> Street.

### Intersection Peak Hour Level of Service Methodology

AM and PM peak hour operating conditions for the key study intersection were evaluated using the methodology outlined in *Chapter 19 of the Highway Capacity Manual 6 (HCM 6)* for signalized intersections.

### HCM 6 Method of Analysis (Signalized Intersections)

Based on the HCM operations method of analysis, level of service for signalized intersections and approaches is defined in terms of control delay, which is a measure

of the increase in travel time due to traffic signal control, driver discomfort and fuel consumption. Control delay includes the delay associated with vehicles slowing in advance of an intersection, the time spent stopped on an intersection approach, the time spent as vehicles move up in the queue and the time needed for vehicles to accelerate to their desired speed. LOS criteria for traffic signals are stated in terms of the control delay in seconds per vehicle. The LOS thresholds established for the automobile mode at a signalized intersection are shown in *Table 1*.

#### Level of Service Criteria

According to *City of Upland General Plan Policy CIR-1.1c*, dated March 2015, “*Strive to maintain LOS D at all intersections outside of the Downtown Specific Plan area and the Transit Priority Roadways except where such improvements are physically infeasible or would negatively impact bicyclists, pedestrians, or transit patrons.*” Based on the above, LOS D is the requirement for the intersection of N. Campus Avenue at E. 11<sup>th</sup> Street.

### **TRAFFIC FORECASTING METHOD OF ANALYSIS**

In order to estimate the traffic impact characteristics of the proposed Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the Project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the Project is isolated by comparing operational (LOS) conditions at selected key intersections and road segment using expected future traffic volumes with and without forecast Project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

## PROJECT TRAFFIC CHARACTERISTICS

### Project Trip Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation rates used in this analysis are based on information found in the 10<sup>th</sup> Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2017].

**Table 2** summarizes the trip generation rates and associated forecast for the existing land use and the proposed Project for a typical weekday. As shown in the upper portion of **Table 1**, the trip generation potential of the existing land use and the proposed Project was estimated based on ITE Land Use Code 220: Multifamily Housing Low-Rise trip rates.

As shown in the middle portion of **Table 2**, the proposed Project is forecast to generate 439 daily trips, with 28 trips (6 inbound, 22 outbound) produced in the AM peak hour and 34 trips (21 inbound, 13 outbound) produced in the PM peak hour. The existing land use is forecast to generate 44 daily trips, with 3 trips (1 inbound, 2 outbound) produced in the AM peak hour and 3 trips (2 inbound, 1 outbound) produced in the PM peak hour.

Please note that based on common traffic engineering practices, the traffic generated by the existing land use may be considered to represent a “trip credit” for the project site, against which the impact of the proposed Project might be compared. Comparison of the trips generated by the existing land use to the trips generated by the proposed Project shows that the proposed Project will generate 395 greater daily trips, 25 greater AM peak hour trips and 31 greater PM peak hour trips. However, in order to provide a conservative analysis, the existing “trip credit” was not applied in our analysis. As such, it should be noted that the forecast project trips (i.e. 439 daily trips, 28 AM peak hour trips and 34 PM peak hour trips) were used to evaluate the project’s potential traffic impacts to provide a “worse-case” analysis.

### Project Trip Distribution and Assignment

The directional traffic distribution pattern for the proposed Project is presented in **Figure 6**. Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers and regional access routes,
- expected localized traffic flow patterns based on adjacent street channelization, and presence of traffic signals,

- existing traffic volumes, and
- ingress/egress availability at the Project site.

The anticipated AM and PM peak hour traffic volumes associated with the proposed Project at the key study intersection of N. Campus Avenue at E. 11<sup>th</sup> Street are presented in *Figure 7*. The traffic volume assignments presented in *Figure 7* reflect the traffic distribution characteristics shown in *Figure 6* and the traffic generation forecast presented in *Table 2* (i.e. 439 daily trips, 28 AM peak hour trips and 34 PM peak hour trips).

## FUTURE TRAFFIC CONDITIONS

### Existing Plus Project Traffic Volumes

The Existing plus Project traffic conditions have been generated based upon existing conditions and the estimated Project traffic. These forecast traffic conditions have been prepared pursuant to the City's requirement, which requires that the potential impacts of a Project be evaluated upon the circulation system, as it currently exists. This traffic volume scenario and the related analysis will identify the roadway improvements necessary to mitigate the direct traffic impacts of the Project, if any.

*Figure 8* presents the projected AM and PM peak hour traffic volumes at the key study intersection with the addition of the trips generated by the proposed Project to existing peak hour traffic volumes.

### Year 2023 Plus Project Traffic Volumes

Horizon year, background traffic growth estimates have been calculated using an ambient growth factor. The ambient traffic growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The future growth in traffic volumes has been calculated at two percent (2.0%) per year. Applied to existing Year 2019 traffic volumes results in an eight percent (8.0%) growth in existing volumes to horizon year 2023.

In order to make a realistic estimate of future on-street conditions prior to implementation of the proposed Project, the status of other known development projects (cumulative projects) in the vicinity of the proposed Project has been researched at the Cities of Upland, Rancho Cucamonga, and Ontario. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development. Based on our research, there are nine (9) cumulative projects in the City of Upland, four (4) cumulative projects in the City of Rancho Cucamonga, and one (1) cumulative projects in the City of Ontario within the vicinity of the Project site that have either been built, but not

yet fully occupied, or are being processed for approval. These fourteen (14) cumulative projects have been included as part of the cumulative background setting in addition to the inclusion of an ambient traffic growth factor, which provides a conservative forecast. The locations of the fourteen (14) cumulative projects are presented in **Figure 9**.

**Table 3** provides the location and a brief description for each of the fourteen (14) cumulative projects. **Table 4** summarizes the trip generation potential for all fourteen (14) cumulative projects on a daily and peak hour basis for a typical weekday. As shown, the cumulative projects are expected to generate 9,703 daily trips, with 736 trips (333 inbound, 403 outbound) anticipated during the AM peak hour and 868 trips (429 inbound, 439 outbound) produced during the PM peak hour.

The AM and PM peak hour traffic volumes associated with the fourteen (14) cumulative projects in the Year 2023 are presented in **Figure 10**. **Figure 11** presents the Year 2023 AM and PM peak hour cumulative traffic volumes at the key study intersection. **Figure 12** illustrates the Year 2023 forecast AM and PM peak hour traffic volumes with the inclusion of the trips generated by the proposed Project

## EXISTING PLUS PROJECT CAPACITY ANALYSIS

**Table 5** summarizes the peak hour level of service results at the intersection of N. Campus Avenue at E. 11<sup>th</sup> Street for Existing plus Project traffic conditions. Review of column (1) of **Table 5** indicates that the intersection of N. Campus Avenue at E. 11<sup>th</sup> Street currently operates at acceptable LOS B during the AM and PM peak hours. Review of columns (2) and (3) of **Table 5** indicates that traffic associated with the proposed Project **will not** significantly impact the key study intersection when compared to the LOS standards and significant impact criteria specified in this letter report. The intersection is forecast to continue to operate at acceptable LOS B during the AM and PM peak hours.

**Appendix B** contains the existing and existing plus project AM peak hour and PM peak hour HCM/LOS calculation worksheets for the key study intersection.

## YEAR 2023 PLUS PROJECT CAPACITY ANALYSIS

**Table 6** summarizes the peak hour level of service results at the intersection of N. Campus Avenue at E. 11<sup>th</sup> Street for Year 2023 Cumulative plus Project traffic conditions. Review of column (2) of **Table 6** indicates that the addition of ambient traffic growth and cumulative project traffic will not adversely impact the intersection of N. Campus Avenue at E. 11<sup>th</sup> Street. The key study intersection is forecast to

continue to operate at acceptable LOS B during the AM and PM peak hours with the addition of ambient traffic growth and cumulative project traffic.

Review of columns (3) and (4) of *Table 6* indicates that traffic associated with the proposed Project will not significantly impact the key study intersection when compared to the LOS standards and significant impact criteria specified in this letter report. The intersection is forecast to continue to operate in the Year 2023 at acceptable LOS B during the AM and PM peak hours.

*Appendix C* contains the Year 2023 AM peak hour and PM peak hour HCM/LOS calculation worksheets for the key study intersection.

## RECOMMENDED IMPROVEMENTS

The results of the “Existing Plus Project” and “Year 2023 Cumulative Plus Project” intersection capacity analyses presented previously in *Tables 5* and *6*, respectively, indicates that the proposed Project will not significantly impact the key study intersection of N. Campus Avenue at E. 11<sup>th</sup> Street. Given that there are no significant project impacts, no improvements are required under Existing Plus Project and Year 2023 Cumulative Plus Project traffic conditions.

## CONCLUSIONS

- The proposed Project site is located at 790 Mesa Court in the City of Upland, California. The Project site is 2.69 acres in size and is primarily vacant, except for the 6 existing apartment units located on the southeast corner of the site that will be demolished as part of the proposed Project. The proposed Project will consist of 60 apartment units. The proposed Project will be developed in three phases (i.e. 20-units per phase) and is anticipated to be fully completed in the Year 2023. Access to the project site will be provided via the existing alley that connects to Mesa Court and via the existing alley that is located immediately south of the site (i.e. two proposed driveways).
- The proposed Project is forecast to generate 439 daily trips, with 28 trips (6 inbound, 22 outbound) produced in the AM peak hour and 34 trips (21 inbound, 13 outbound) produced in the PM peak hour. The existing land use is forecast to generate 44 daily trips, with 3 trips (1 inbound, 2 outbound) produced in the AM peak hour and 3 trips (2 inbound, 1 outbound) produced in the PM peak hour.

Comparison of the trips generated by the existing land use to the trips generated by the proposed Project shows that the proposed Project will generate 395 greater daily trips, 25 greater AM peak hour trips and 31 greater PM peak hour trips. However,

Mr. Greg Powers  
August 9, 2019  
Page 8



in order to provide a conservative analysis, the existing “trip credit” was not applied in our analysis. As such, it should be noted that the forecast project trips (i.e. 439 daily trips, 28 AM peak hour trips and 34 PM peak hour trips) were used to evaluate the project’s potential traffic impacts to provide a “worse-case” analysis.

- The proposed Project ***will not*** significantly impact the intersection of N. Campus Avenue at E. 11<sup>th</sup> Street when compared to the LOS standards and significant impact criteria specified in this letter report. The intersection is forecast to operate at an acceptable LOS B during the AM and PM peak hours under existing plus project traffic conditions and Year 2023 plus project traffic conditions.

\* \* \* \* \*

We appreciate the opportunity to provide this Focused Traffic Impact Assessment report for the proposed Mesa Court Apartments. If you have any questions regarding this letter, please do not hesitate to call us at (949) 825-6175.

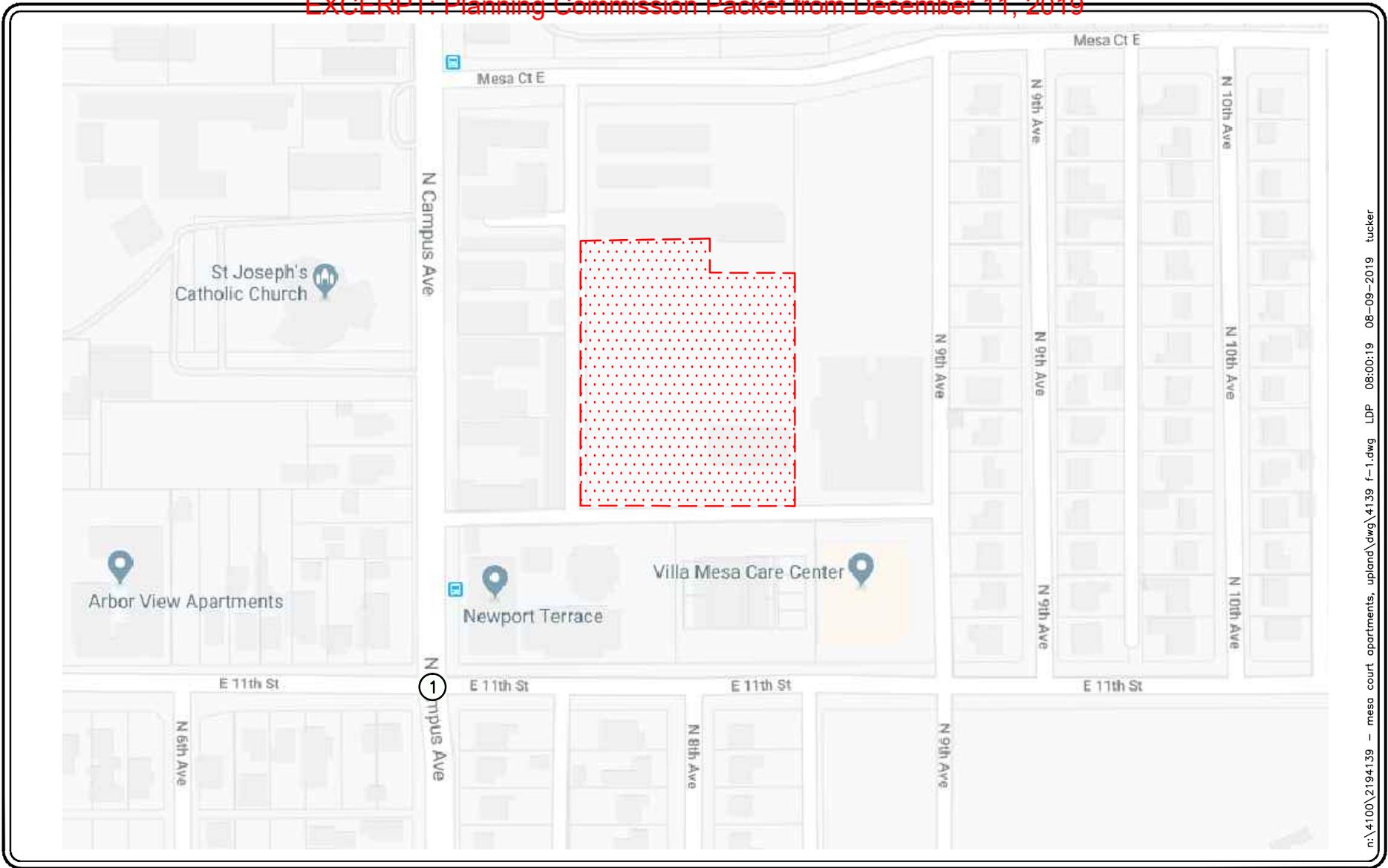
Very truly yours,  
**Linscott, Law & Greenspan, Engineers**

Daniel A. Kloos, P.E.  
Associate Principal

Justin Tucker  
Transportation Engineer II

Attachments





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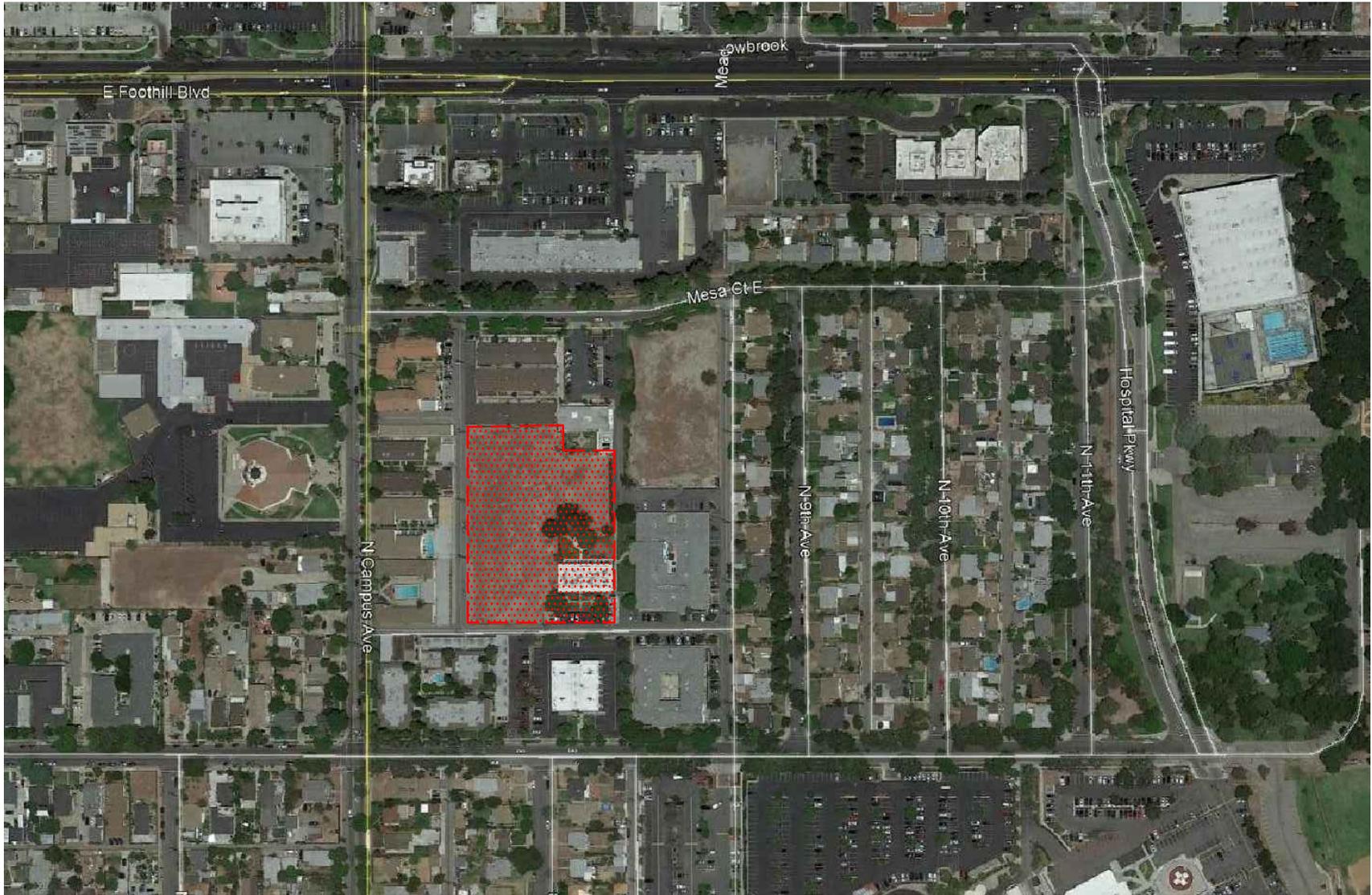
SOURCE: GOOGLE

KEY

- # = STUDY INTERSECTION
- [Red dotted box] = PROJECT SITE

# FIGURE 1

VICINITY MAP  
MESA COURT APARTMENTS, UPLAND



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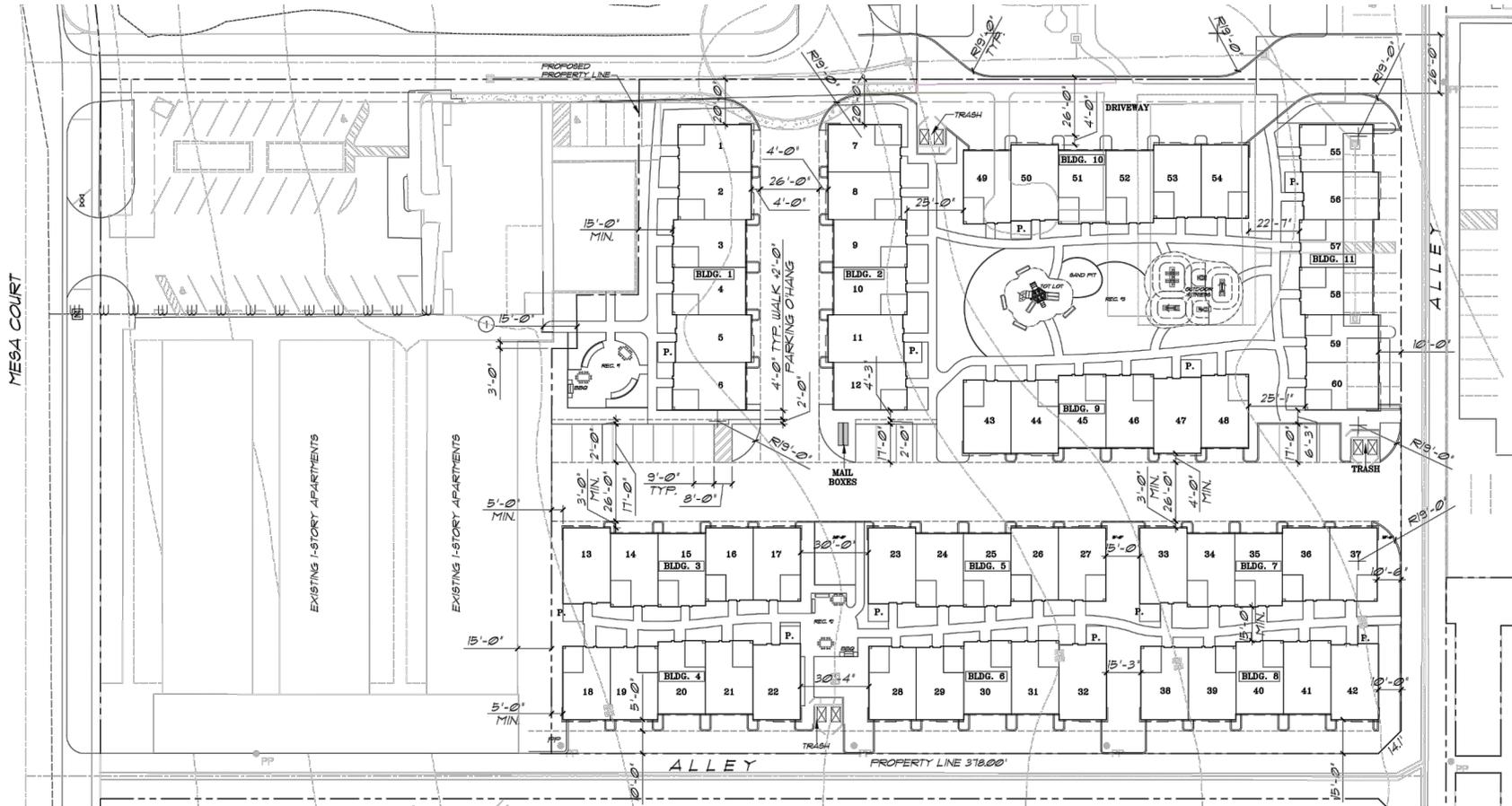
SOURCE: GOOGLE

KEY

 = PROJECT SITE

# FIGURE 2

**EXISTING SITE AERIAL**  
MESA COURT APARTMENTS, UPLAND



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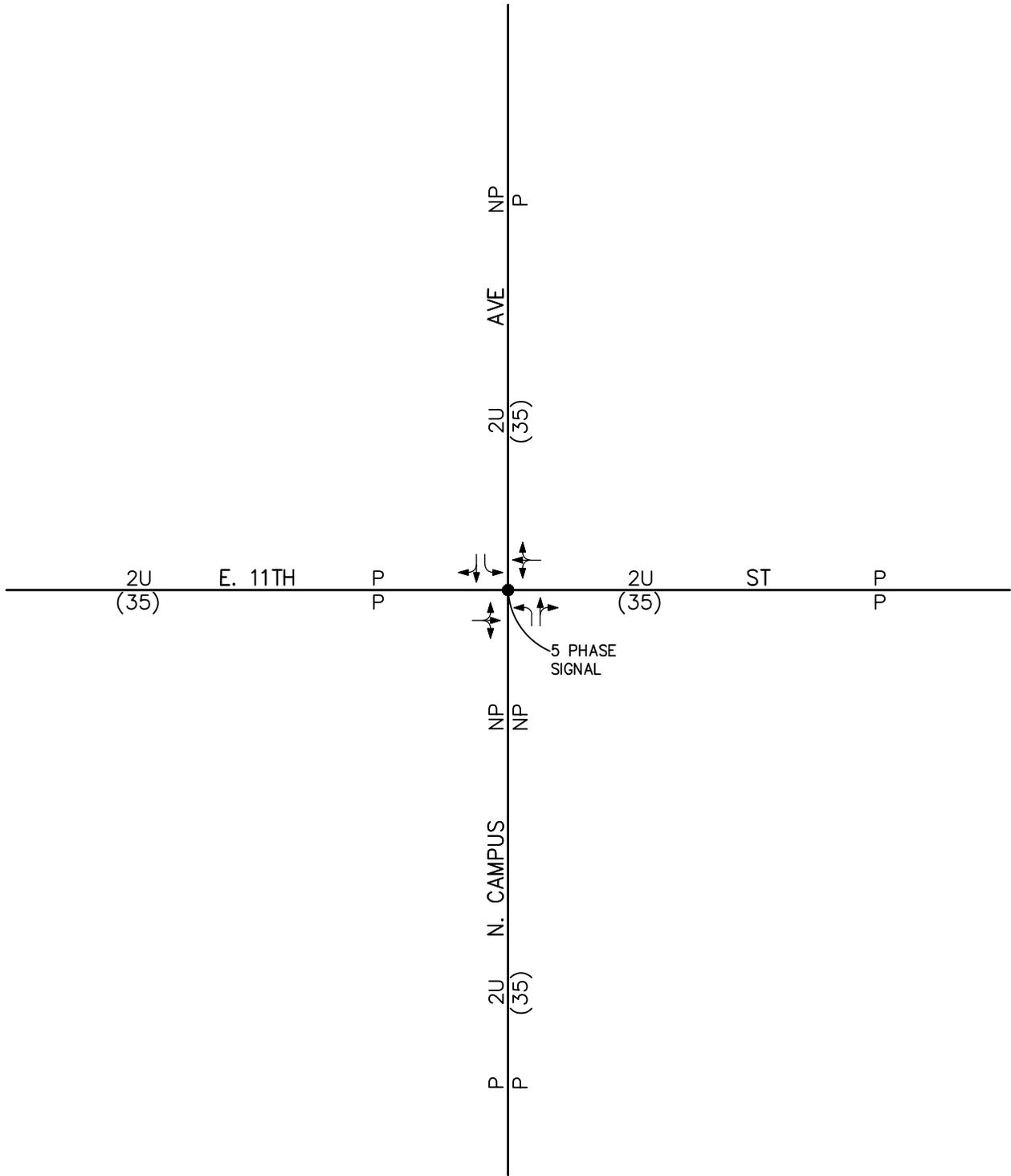
LINSCOTT  
LAW &  
GREENSPAN  
engineers



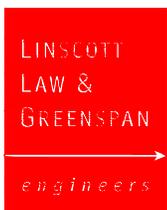
SOURCE: DESIGNER PROJECTS

# FIGURE 3

PROPOSED SITE PLAN  
MESA COURT APARTMENTS, UPLAND



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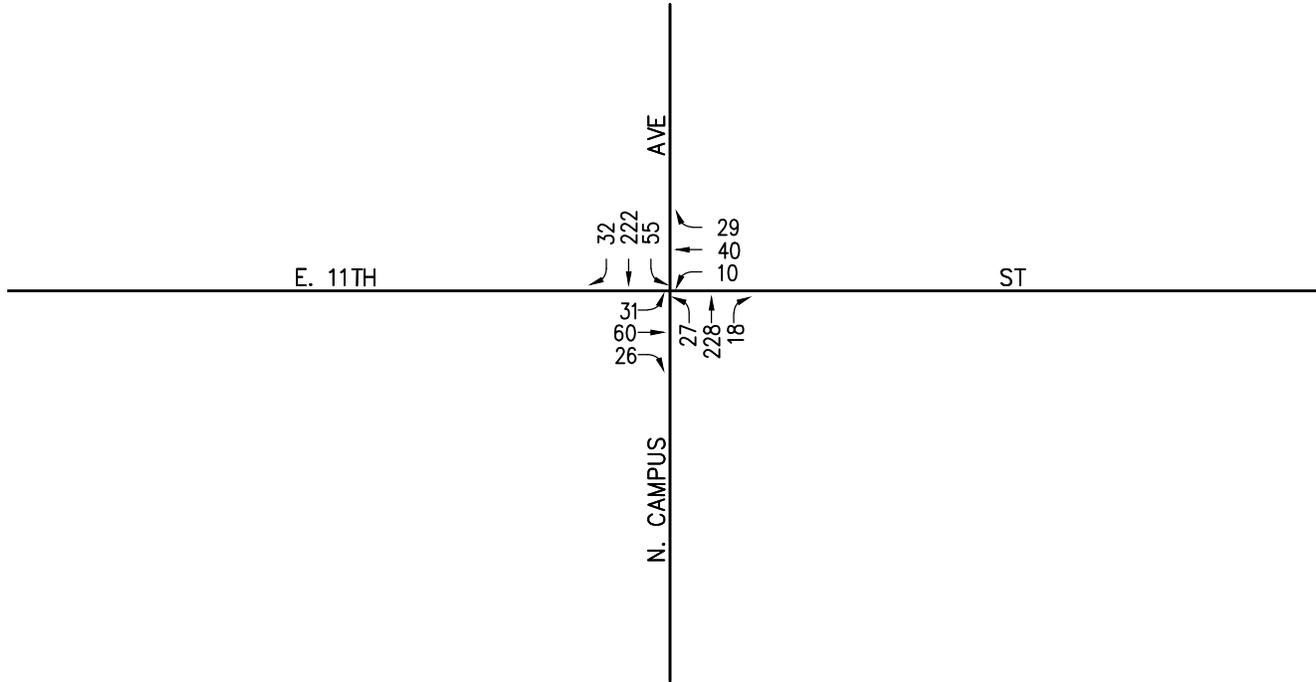
NO SCALE

- KEY**
- ← = APPROACH LANE ASSIGNMENT
  - = TRAFFIC SIGNAL
  - P = PARKING, NP = NO PARKING
  - U = UNDIVIDED, D = DIVIDED
  - 2 = NUMBER OF TRAVEL LANES
  - (XX) = POSTED SPEED LIMIT (MPH)
  - = PROJECT SITE

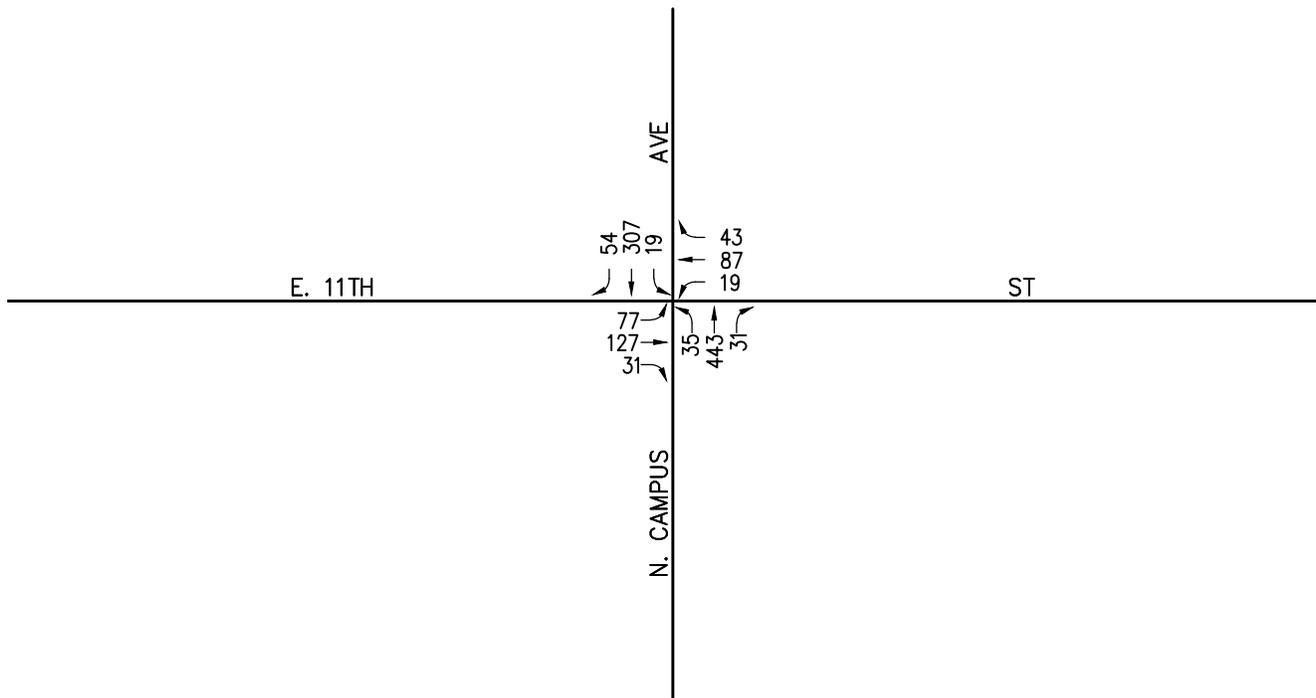
## FIGURE 4

**EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS**  
MESA COURT APARTMENTS, UPLAND

AM PEAK HOUR



PM PEAK HOUR

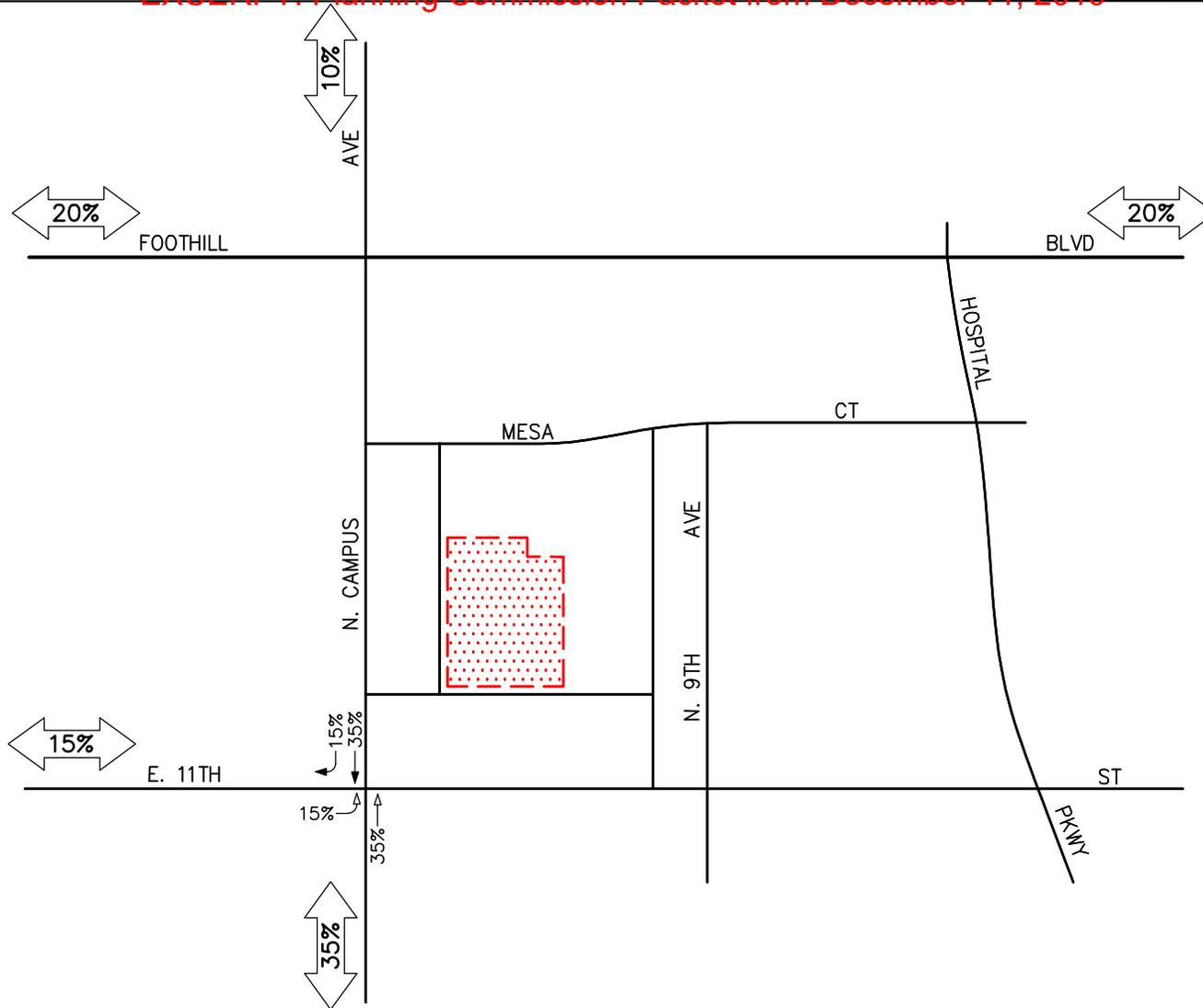


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FIGURE 5

EXISTING AM AND PM PEAK HOUR  
TRAFFIC VOLUMES  
MESA COURT APARTMENTS, UPLAND



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LINSCOTT  
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GREENSPAN  
engineers

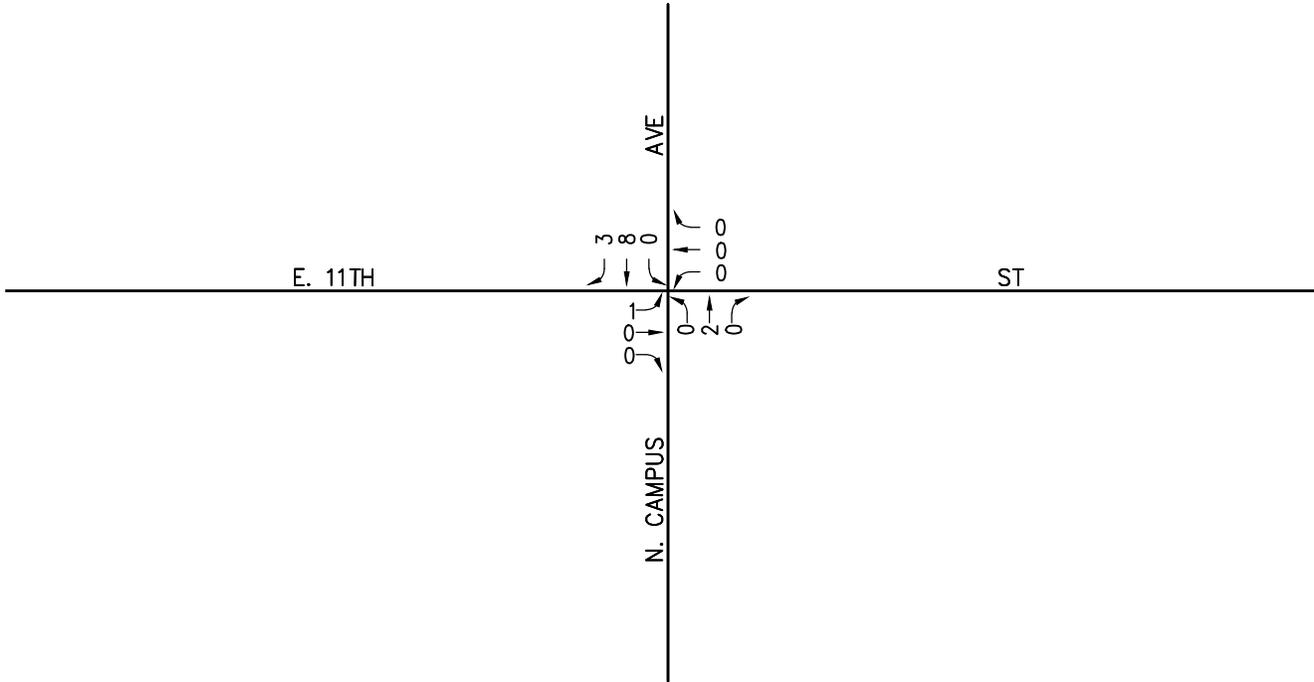


- KEY**
- ← = INBOUND PERCENTAGE
  - = OUTBOUND PERCENTAGE
  - [Red Dotted Area] = PROJECT SITE

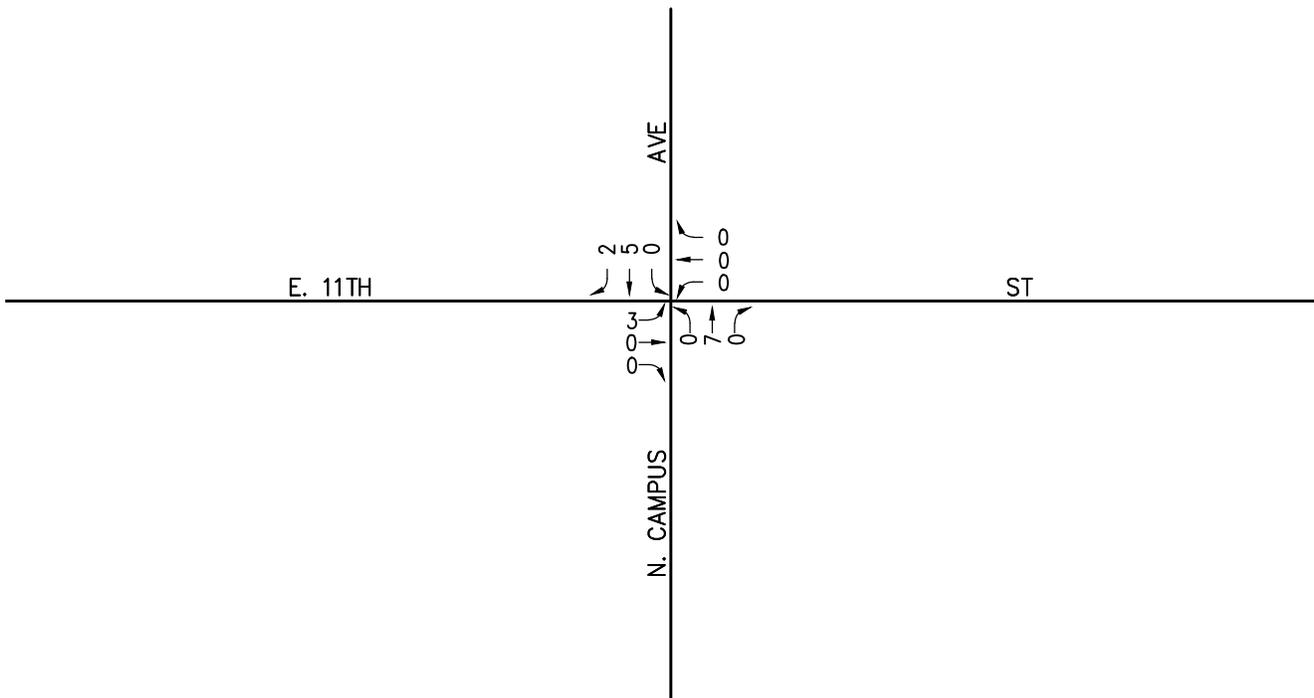
**FIGURE 6**

**PROJECT TRAFFIC DISTRIBUTION PATTERN**  
MESA COURT APARTMENTS, UPLAND

AM PEAK HOUR



PM PEAK HOUR



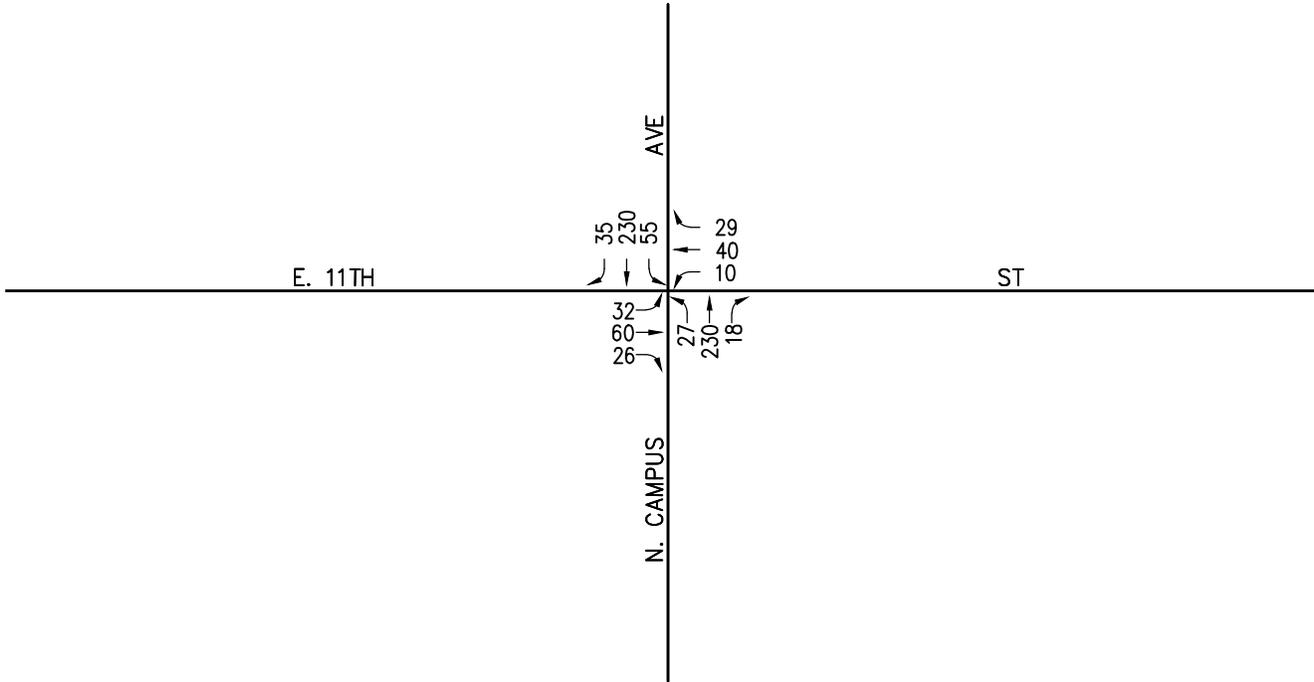
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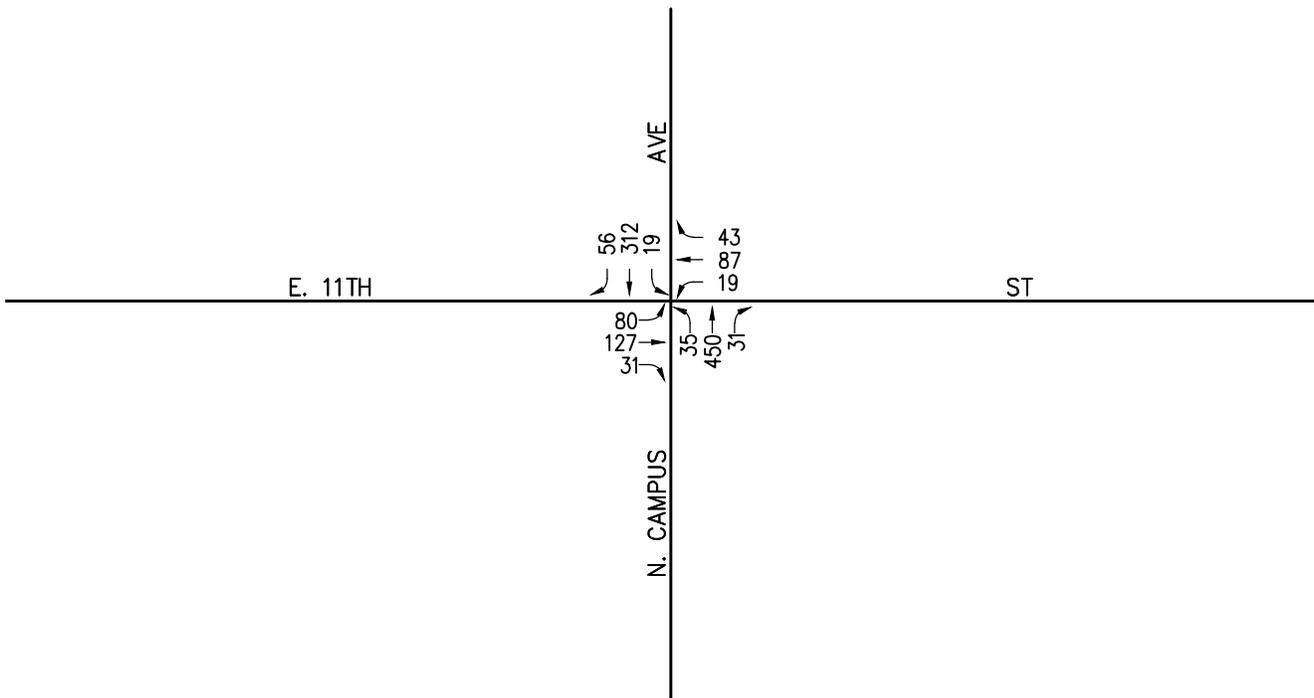
FIGURE 7

AM AND PM PEAK HOUR  
PROJECT ONLY TRAFFIC VOLUMES  
MESA COURT APARTMENTS, UPLAND

### AM PEAK HOUR



### PM PEAK HOUR



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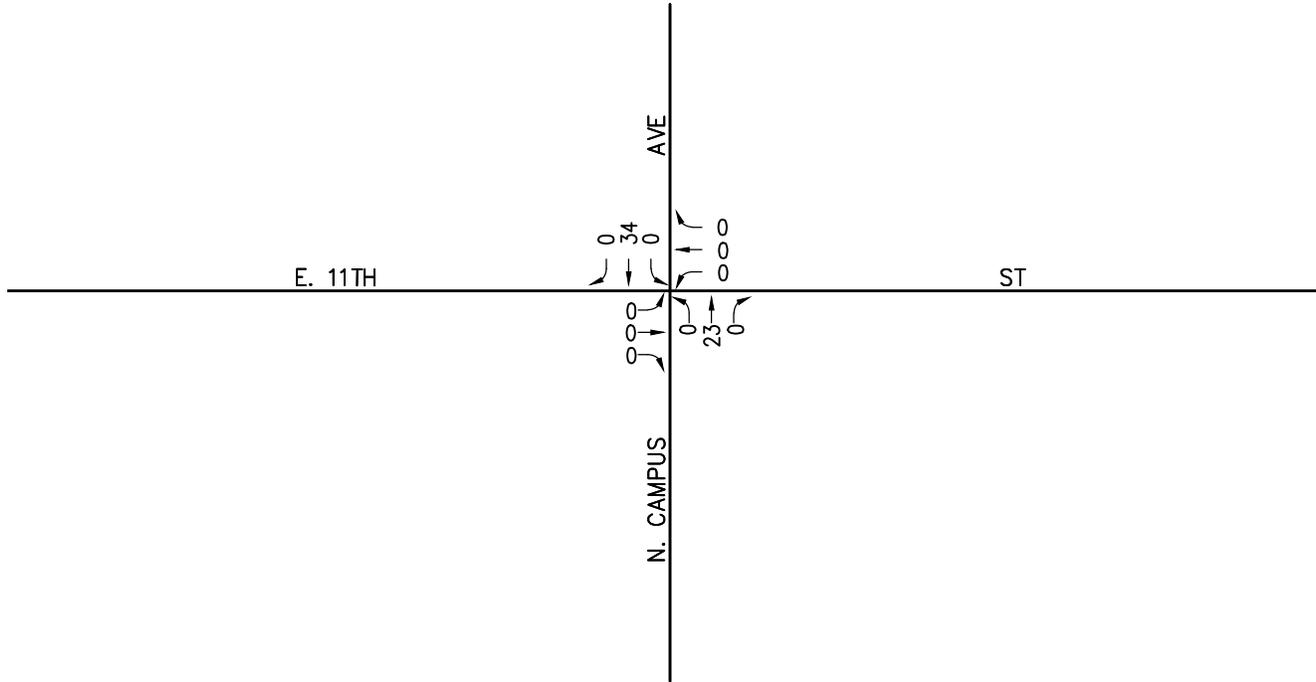


## FIGURE 8

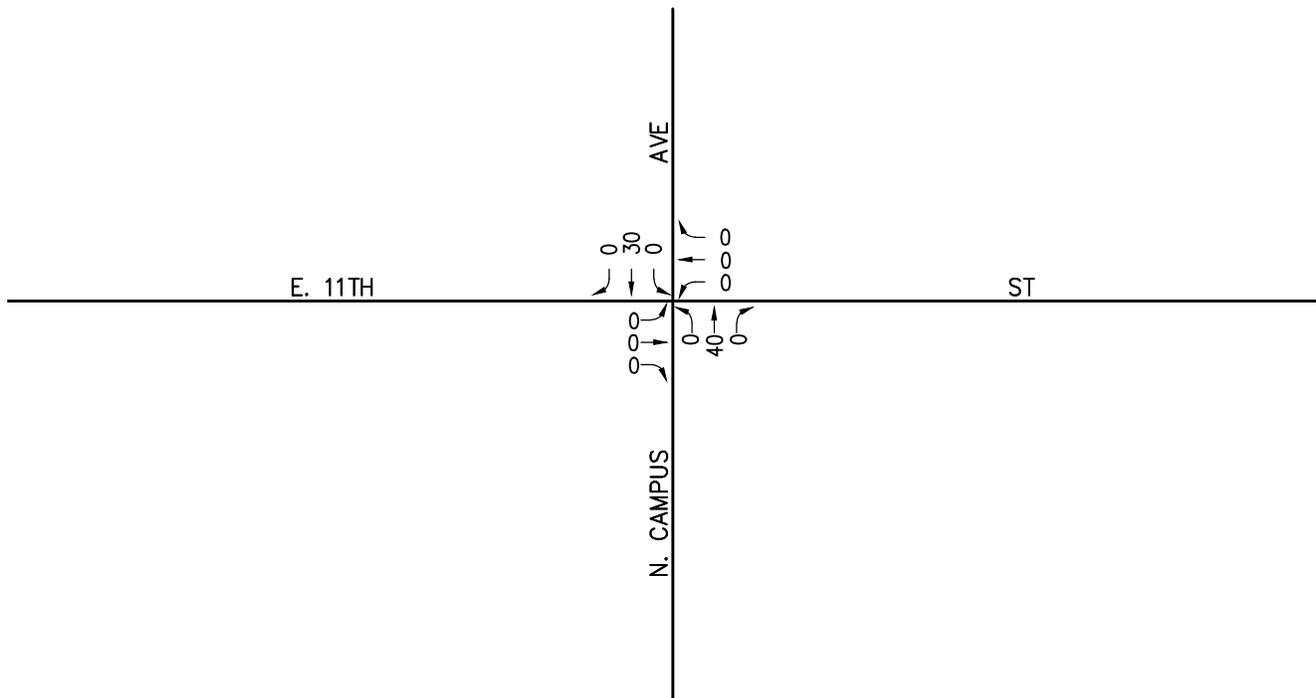
EXISTING PLUS PROJECT  
AM AND PM PEAK HOUR TRAFFIC VOLUMES  
MESA COURT APARTMENTS, UPLAND



AM PEAK HOUR



PM PEAK HOUR



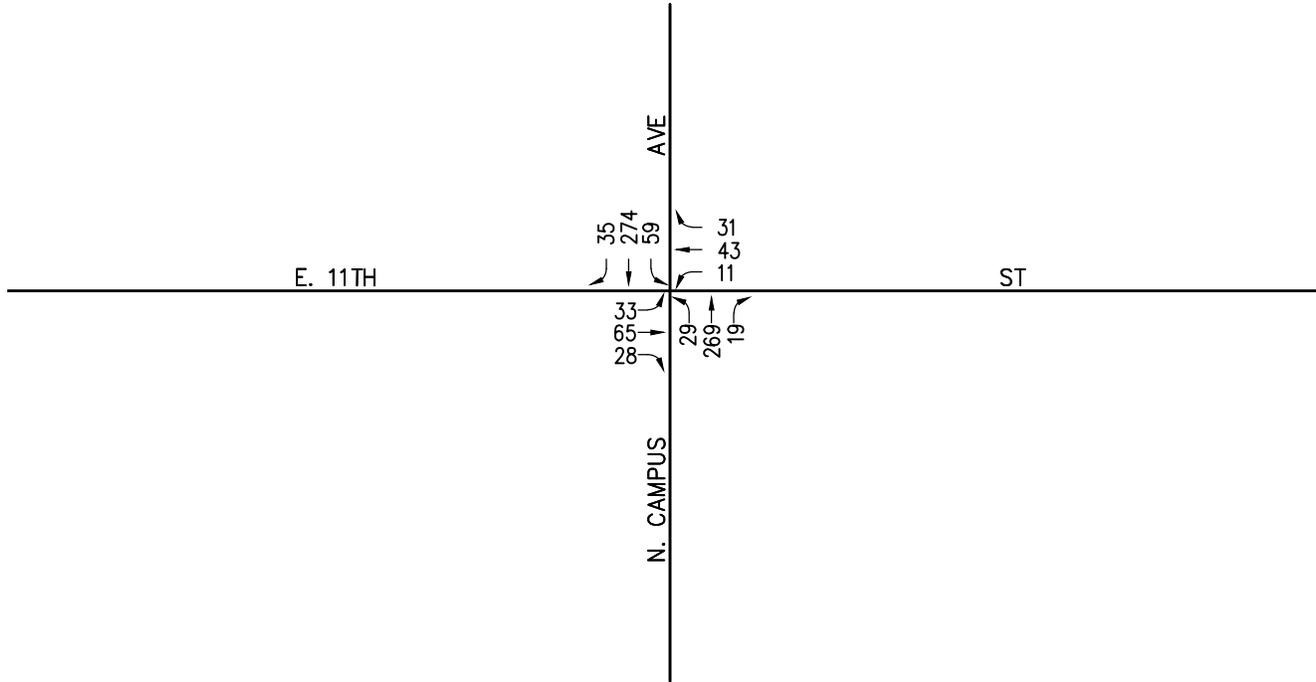
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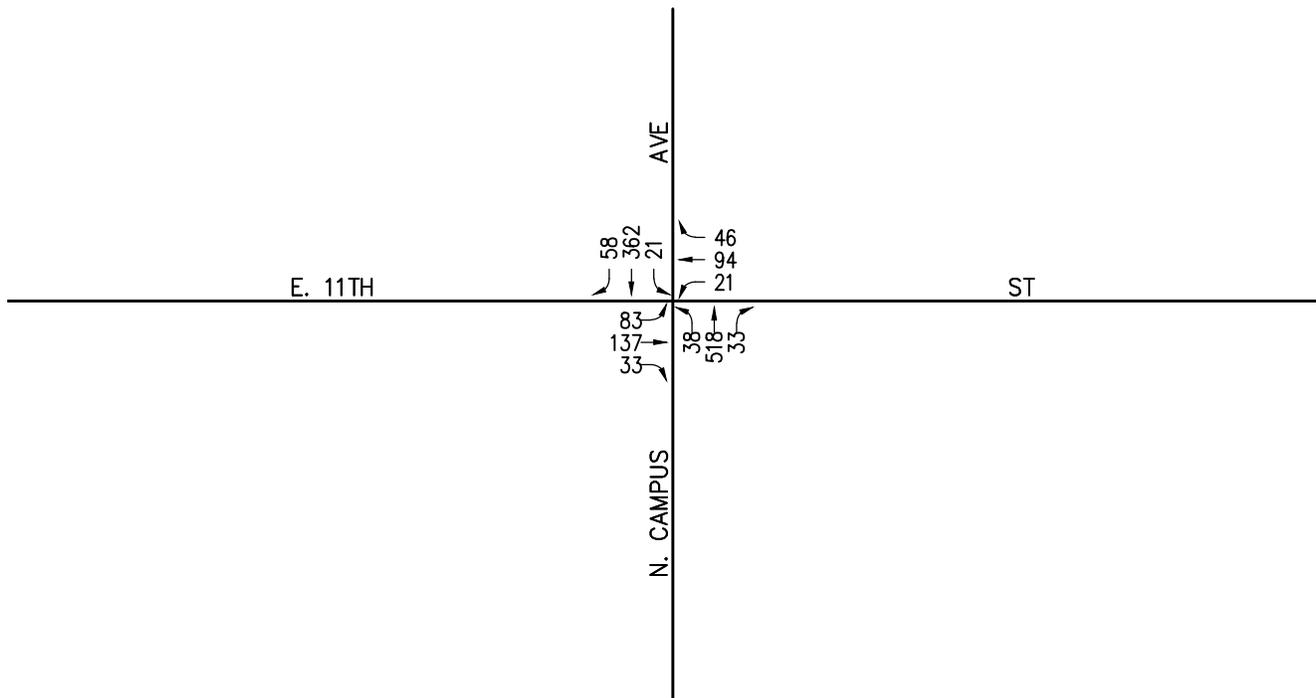
FIGURE 10

AM AND PM PEAK HOUR  
CUMULATIVE PROJECTS ONLY TRAFFIC VOLUMES  
MESA COURT APARTMENTS, UPLAND

AM PEAK HOUR



PM PEAK HOUR



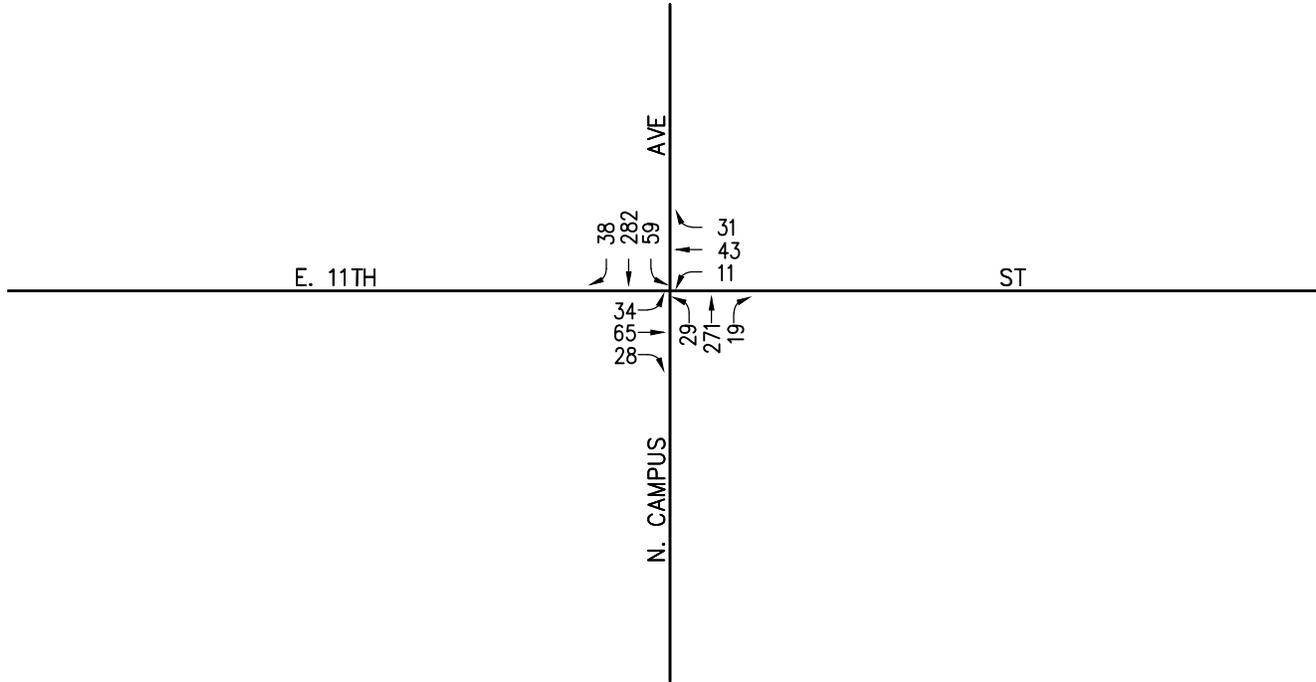
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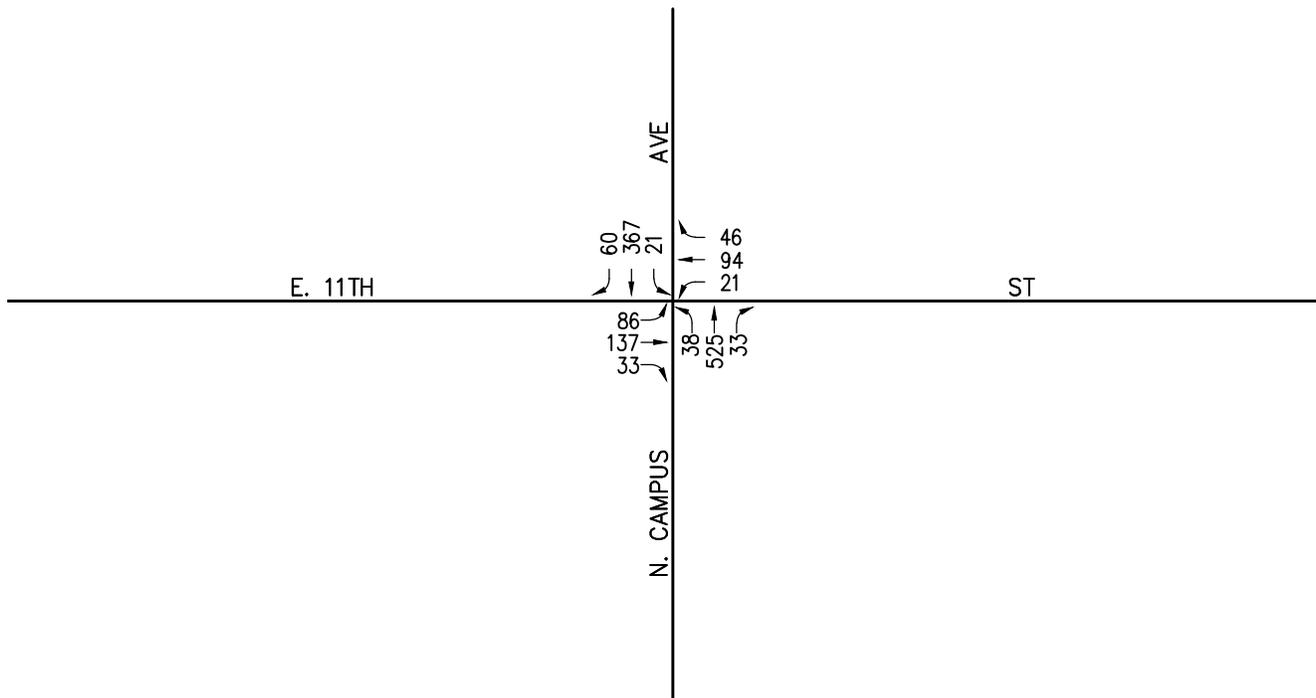
FIGURE 11

YEAR 2023 CUMULATIVE  
AM AND PM PEAK HOUR TRAFFIC VOLUMES  
MESA COURT APARTMENTS, UPLAND

AM PEAK HOUR



PM PEAK HOUR



n:\4100\2194139 - mesa court apartments, upland\dwg\4139 f-12.dwg LDP 08:28:31 08-09-2019 tucker



FIGURE 12

YEAR 2023 CUMULATIVE PLUS PROJECT  
AM AND PM PEAK HOUR TRAFFIC VOLUMES  
MESA COURT APARTMENTS, UPLAND

**TABLE 1**  
**LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM 6 METHODOLOGY)<sup>1</sup>**  
**MESA COURT APARTMENTS, UPLAND**

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	$\leq 10.0$	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	$> 10.0$ and $\leq 20.0$	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	$> 20.0$ and $\leq 35.0$	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	$> 35.0$ and $\leq 55.0$	Long traffic delays At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high $v/c$ ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	$> 55.0$ and $\leq 80.0$	Very long traffic delays This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high $v/c$ ratios. Individual cycle failures are frequent occurrences.
F	$\geq 80.0$	Severe congestion This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high $v/c$ ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

<sup>1</sup> Source: *Highway Capacity Manual 6*, Chapter 19: Signalized Intersections.

**TABLE 2**  
**PROJECT TRAFFIC GENERATION FORECAST<sup>2</sup>**  
**MESA COURT APARTMENTS, UPLAND**

ITE Land Use Code / Project Description	Daily	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b><u>Trip Generation Factors:</u></b>							
▪ 220: Multifamily Housing Low-Rise (TE/DU)	7.32	23%	77%	0.46	63%	37%	0.56
<b><u>Proposed Project Trip Generation Forecast:</u></b>							
Mesa Court Apartments (60 DU)	439	6	22	28	21	13	34
<b><u>Existing Land Use Trip Generation Forecast:</u></b>							
▪ Existing Apartments (6 DU)	44	1	2	3	2	1	3
<b>Trip Generation Comparison (Proposed Project versus Existing Land Use)</b>	<b>+395</b>	<b>+5</b>	<b>+20</b>	<b>+25</b>	<b>+19</b>	<b>+12</b>	<b>+31</b>

Notes:

- TE/DU = Trip end per dwelling unit

<sup>2</sup> Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2017)].

**TABLE 3**  
**LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS<sup>3</sup>**  
**MESA COURT APARTMENTS, UPLAND**

No.	Cumulative Project	Address	Description/Size
<b>City of Upland</b>			
1.	Euclid Ave/8 <sup>th</sup> St Apartments	Northeast corner of N. Euclid Avenue and E. 8 <sup>th</sup> Street	61 DU Apartments
2.	4 <sup>th</sup> Ave/A St Apartments	Northeast corner of N. 4 <sup>th</sup> Avenue and A Street	111 DU Apartments
3.	Campus Ave/15 <sup>th</sup> St SFDU	Northeast corner of N. Campus Avenue and 15 <sup>th</sup> Street	65 DU Single-Family
4.	16 <sup>th</sup> St/Upland Hills Dr SFDU	Northeast corner of E. 16 <sup>th</sup> Street and Upland Hills Drive	66 DU Single-Family
5.	Campus Ave/19 <sup>th</sup> St Apartments	Northeast corner of N. Campus Avenue and 19 <sup>th</sup> Street	203 DU Apartments
6.	Campus Ave/Colonies Pkwy Townhomes	Northeast corner of N. Campus Avenue and Colonies Parkway	48 DU Townhomes
7.	Campus Ave/20 <sup>th</sup> St Dealership	Northeast corner of N. Campus Avenue and 20 <sup>th</sup> Street	22,000 SF Car Dealership
8.	Bodenhamer St/9 <sup>th</sup> St Townhomes	Southeast corner of Bodenhamer Street and E. 9 <sup>th</sup> Street	52 DU Townhomes
9.	11 <sup>th</sup> St Apartments	278 N. 11 <sup>th</sup> Street	6 DU Apartments
<b>City of Rancho Cucamonga</b>			
10.	DRC2012-00672	North of Foothill Boulevard, between Red Hill Country Club Drive and Pacific Electric Trail	175 DU Condominiums
11.	DRC2018-00097	Northwest corner of Vineyard Avenue and San Bernardino Road	21,200 SF Public Safety Facility
12.	DRC2018-00912	8768 9 <sup>th</sup> Street	95,188 SF General Light Industrial
13.	DRC2019-00315	Southwest corner of Vineyard Avenue and 9 <sup>th</sup> Street	1,053,570 SF Industrial Warehouse
<b>City of Ontario</b>			
14.	PDEV18-006	1402 North Virginia Avenue	88 DU Apartments

<sup>3</sup> Source: City of Upland, City of Rancho Cucamonga and City of Ontario Planning Departments.

**TABLE 4**  
**CUMULATIVE PROJECTS TRIP GENERATION FORECAST<sup>4</sup>**  
**MESA COURT APARTMENTS, UPLAND**

Cumulative Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
1. Euclid Ave/8 <sup>th</sup> St Apartments	447	6	22	28	21	13	34
2. 4 <sup>th</sup> Ave/A St Apartments	813	12	39	51	39	23	62
3. Campus Ave/15 <sup>th</sup> St SFDU	614	12	36	48	40	24	64
4. 16 <sup>th</sup> St/Upland Hills Dr SFDU	623	12	37	49	41	24	65
5. Campus Ave/19 <sup>th</sup> St Apartments	1,486	21	72	93	72	42	114
6. Campus Ave/Colonies Pkwy Townhomes	351	5	17	22	17	10	27
7. Campus Ave/20 <sup>th</sup> St Dealership	612	30	11	41	21	32	53
8. Bodenhamer St/9 <sup>th</sup> St Townhomes	381	6	18	24	18	11	29
9. 11 <sup>th</sup> St Apartments	44	1	2	3	2	1	3
10. DRC2012-00672	1,281	19	62	81	62	36	98
11. DRC2018-00097	102	3	7	10	3	7	10
12. DRC2018-00912	472	59	8	67	8	52	60
13. DRC2019-00315	1,833	138	41	179	54	146	200
14. PDEV18-006	644	9	31	40	31	18	49
<b>Cumulative Projects Trip Generation Potential</b>	<b>9,703</b>	<b>333</b>	<b>403</b>	<b>736</b>	<b>429</b>	<b>439</b>	<b>868</b>

<sup>4</sup> Unless otherwise noted; Source: *Trip Generation, 10<sup>th</sup> Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017)*. Where applicable, pass-by adjustment factors were utilized and are reflected in the cumulative projects trip generation potential.

**TABLE 5**  
**EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS**  
**MESA COURT APARTMENTS, UPLAND**

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Project Significant Impact	(4) Existing Plus Project With Improvements	
			HCM	LOS	HCM	LOS	Yes/No	HCM	LOS
			1. N. Campus Avenue at E. 11 <sup>th</sup> Street	D	AM	13.4 s/v	B	13.4 s/v	B
		PM	16.7 s/v	B	16.7 s/v	B	No	--	--

Note:

- s/v = seconds per vehicle

**TABLE 6**  
**YEAR 2023 CUMULATIVE PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS**  
**MESA COURT APARTMENTS, UPLAND**

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions		(2) Year 2023 Cumulative Traffic Conditions		(3) Year 2023 Cumulative Plus Project Traffic Conditions		(4) Project Significant Impact Yes/No	(5) Year 2020 Cumulative Plus Project With Improvements	
			HCM	LOS	HCM	LOS	HCM	LOS		HCM	LOS
1. N. Campus Avenue at E. 11 <sup>th</sup> Street	D	AM	13.4 s/v	B	14.0 s/v	B	14.0 s/v	B	No	--	--
		PM	16.7 s/v	B	16.8 s/v	B	16.9 s/v	B	No	--	--

Note:

- s/v = seconds per vehicle

**APPENDIX A**  
**EXISTING TRAFFIC COUNT DATA**

**EXCERPT: Planning Commission Packet from December 11, 2019**

Transportation Studies, Inc.  
2640 Walnut Avenue, Suite L  
Tustin, CA. 92780

City: UPLAND  
N-S Direction: CAMPUS AVENUE  
E-W Direction: 11TH STREET

File Name : H1907022  
Site Code : 00005054  
Start Date : 7/18/2019  
Page No : 1

**Groups Printed- Turning Movements**

Start Time	CAMPUS AVENUE Southbound			11TH STREET Westbound			CAMPUS AVENUE Northbound			11TH STREET Eastbound			Int. Total
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
07:00	5	39	13	9	10	5	5	41	2	7	14	6	156
07:15	2	30	8	5	8	3	4	41	6	1	12	2	122
07:30	6	49	9	15	8	8	3	62	7	4	12	9	192
07:45	8	53	17	12	13	2	5	55	13	8	22	6	214
<b>Total</b>	<b>21</b>	<b>171</b>	<b>47</b>	<b>41</b>	<b>39</b>	<b>18</b>	<b>17</b>	<b>199</b>	<b>28</b>	<b>20</b>	<b>60</b>	<b>23</b>	<b>684</b>
08:00	10	55	11	6	9	3	2	45	9	13	12	5	180
08:15	4	57	14	4	12	2	8	59	0	2	11	13	186
08:30	10	57	13	7	6	3	3	69	5	3	15	7	198
08:45	6	61	13	5	10	4	6	61	4	3	14	9	196
<b>Total</b>	<b>30</b>	<b>230</b>	<b>51</b>	<b>22</b>	<b>37</b>	<b>12</b>	<b>19</b>	<b>234</b>	<b>18</b>	<b>21</b>	<b>52</b>	<b>34</b>	<b>760</b>
16:00	10	83	4	12	17	5	9	93	2	9	29	18	291
16:15	11	68	4	8	18	7	6	96	3	6	33	23	283
16:30	5	76	8	20	19	4	5	83	7	3	33	25	288
16:45	14	84	11	16	16	1	9	93	5	2	24	14	289
<b>Total</b>	<b>40</b>	<b>311</b>	<b>27</b>	<b>56</b>	<b>70</b>	<b>17</b>	<b>29</b>	<b>365</b>	<b>17</b>	<b>20</b>	<b>119</b>	<b>80</b>	<b>1151</b>
17:00	14	77	5	17	27	5	6	114	11	7	40	20	343
17:15	11	77	4	12	19	4	14	107	9	8	36	23	324
17:30	11	83	7	8	22	7	6	99	9	8	26	19	305
17:45	18	70	3	6	19	3	5	123	6	8	25	15	301
<b>Total</b>	<b>54</b>	<b>307</b>	<b>19</b>	<b>43</b>	<b>87</b>	<b>19</b>	<b>31</b>	<b>443</b>	<b>35</b>	<b>31</b>	<b>127</b>	<b>77</b>	<b>1273</b>
<b>Grand Total</b>	<b>145</b>	<b>1019</b>	<b>144</b>	<b>162</b>	<b>233</b>	<b>66</b>	<b>96</b>	<b>1241</b>	<b>98</b>	<b>92</b>	<b>358</b>	<b>214</b>	<b>3868</b>
Apprch %	11.1	77.9	11	35.1	50.5	14.3	6.7	86.5	6.8	13.9	53.9	32.2	
Total %	3.7	26.3	3.7	4.2	6	1.7	2.5	32.1	2.5	2.4	9.3	5.5	

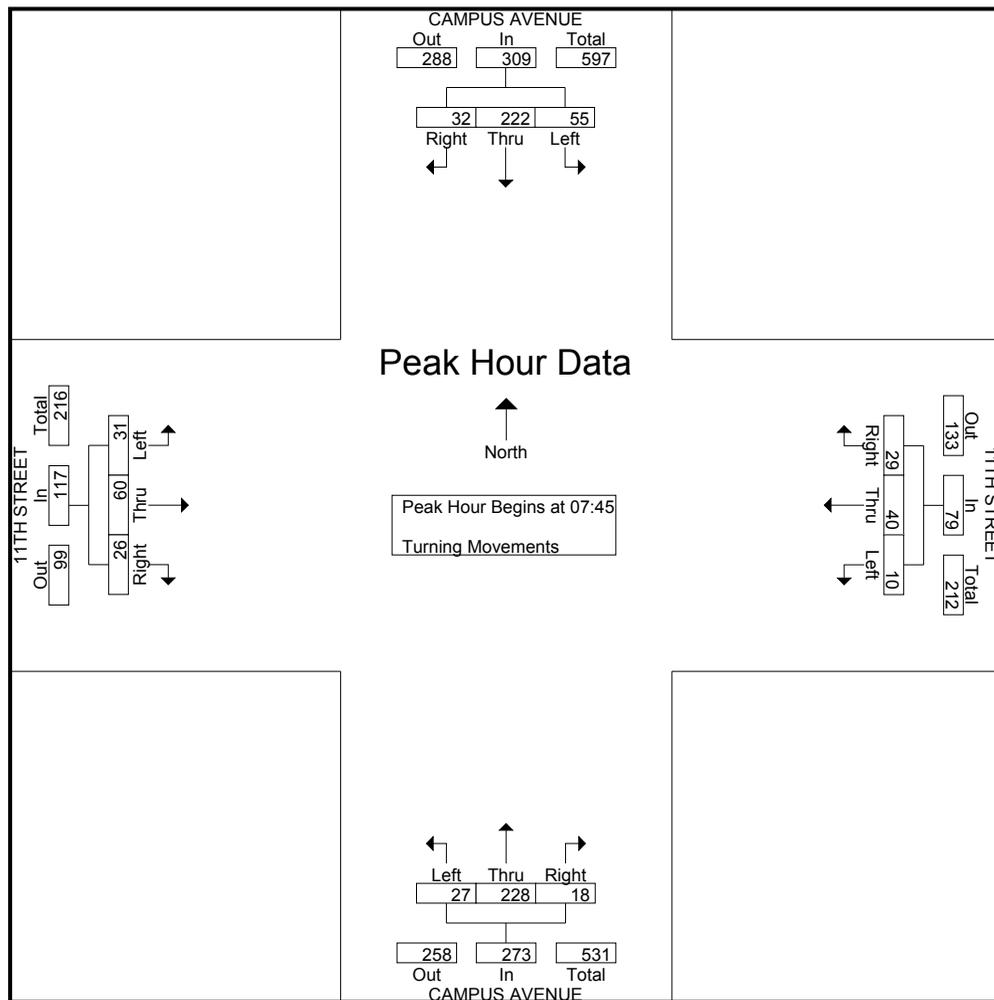
EXCERPT: Planning Commission Packet from December 11, 2019

Transportation Studies, Inc.  
2640 Walnut Avenue, Suite L  
Tustin, CA. 92780

City: UPLAND  
N-S Direction: CAMPUS AVENUE  
E-W Direction: 11TH STREET

File Name : H1907022  
Site Code : 00005054  
Start Date : 7/18/2019  
Page No : 2

Start Time	CAMPUS AVENUE Southbound				11TH STREET Westbound				CAMPUS AVENUE Northbound				11TH STREET Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	8	53	17	78	12	13	2	27	5	55	13	73	8	22	6	36	214
08:00	10	55	11	76	6	9	3	18	2	45	9	56	13	12	5	30	180
08:15	4	57	14	75	4	12	2	18	8	59	0	67	2	11	13	26	186
08:30	10	57	13	80	7	6	3	16	3	69	5	77	3	15	7	25	198
Total Volume	32	222	55	309	29	40	10	79	18	228	27	273	26	60	31	117	778
% App. Total	10.4	71.8	17.8		36.7	50.6	12.7		6.6	83.5	9.9		22.2	51.3	26.5		
PHF	.800	.974	.809	.966	.604	.769	.833	.731	.563	.826	.519	.886	.500	.682	.596	.813	.909



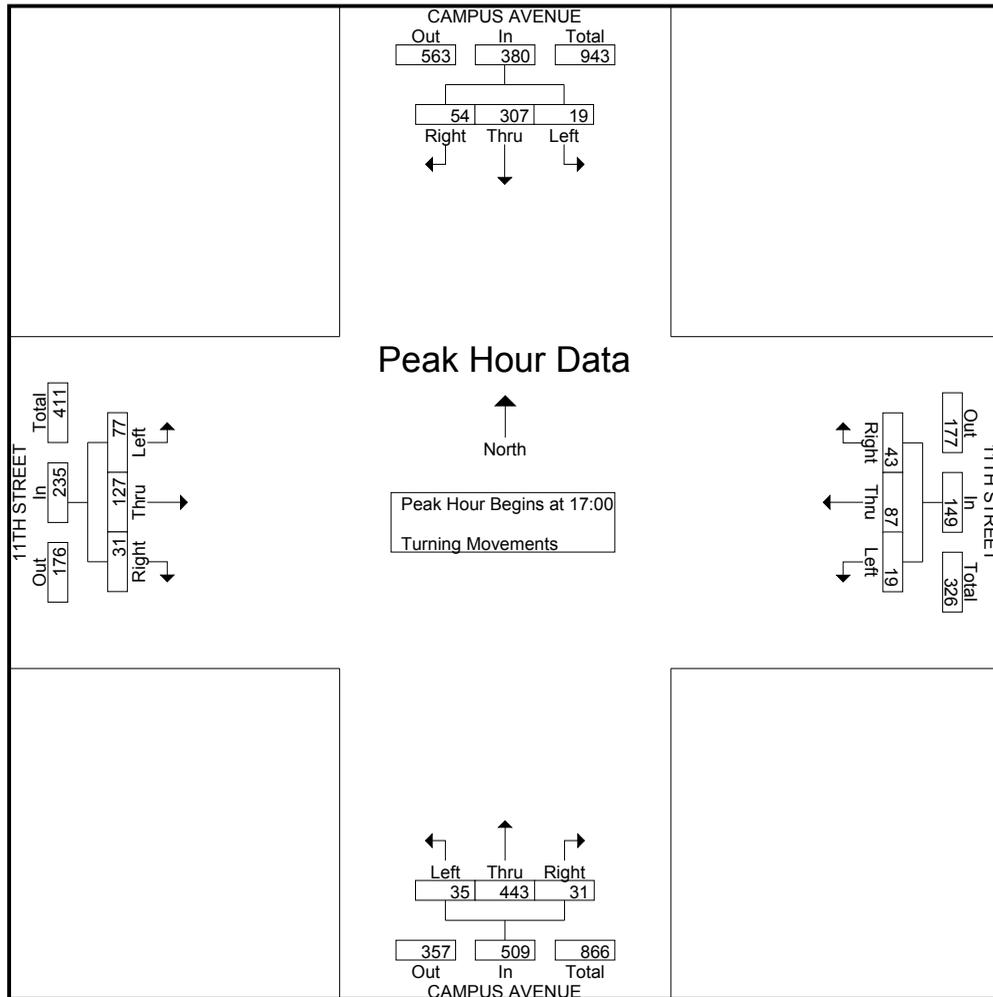
EXCERPT: Planning Commission Packet from December 11, 2019

Transportation Studies, Inc.  
2640 Walnut Avenue, Suite L  
Tustin, CA. 92780

City: UPLAND  
N-S Direction: CAMPUS AVENUE  
E-W Direction: 11TH STREET

File Name : H1907022  
Site Code : 00005054  
Start Date : 7/18/2019  
Page No : 3

Start Time	CAMPUS AVENUE Southbound				11TH STREET Westbound				CAMPUS AVENUE Northbound				11TH STREET Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	14	77	5	96	17	27	5	49	6	114	11	131	7	40	20	67	343
17:15	11	77	4	92	12	19	4	35	14	107	9	130	8	36	23	67	324
17:30	11	83	7	101	8	22	7	37	6	99	9	114	8	26	19	53	305
17:45	18	70	3	91	6	19	3	28	5	123	6	134	8	25	15	48	301
Total Volume	54	307	19	380	43	87	19	149	31	443	35	509	31	127	77	235	1273
% App. Total	14.2	80.8	5		28.9	58.4	12.8		6.1	87	6.9		13.2	54	32.8		
PHF	.750	.925	.679	.941	.632	.806	.679	.760	.554	.900	.795	.950	.969	.794	.837	.877	.928



## APPENDIX B

### EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

*APPENDIX B-1*

EXISTING TRAFFIC CONDITIONS

**EXCERPT: Planning Commission Packet from December 11, 2019**

Generated with **PTV VISTRO**

Mesa Court Apartments, Upland

Version 7.00-06

Scenario 1: 1 AM Existing

**Intersection Level Of Service Report  
Intersection 1: N. Campus Avenue at E. 11th Street**

Control Type:	Signalized	Delay (sec / veh):	13.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.272

**Intersection Setup**

Name	N. Campus Avenue			N. Campus Avenue			E. 11th Street			E. 11th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	N. Campus Avenue			N. Campus Avenue			E. 11th Street			E. 11th Street		
Base Volume Input [veh/h]	27	228	18	55	222	32	31	60	26	10	40	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	228	18	55	222	32	31	60	26	10	40	29
Peak Hour Factor	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	63	5	15	61	9	9	17	7	3	11	8
Total Analysis Volume [veh/h]	30	251	20	61	244	35	34	66	29	11	44	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**EXCERPT: Planning Commission Packet from December 11, 2019**

Generated with **PTV VISTRO**

Mesa Court Apartments, Upland

Version 7.00-06

Scenario 1: 1 AM Existing

**Intersection Settings**

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss							
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	24	0	10	24	0	0	56	0	0	56	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	13	0	0	13	0	0	12	0	0	12	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

EXCERPT: Planning Commission Packet from December 11, 2019

Generated with **PTV VISTRO**

Mesa Court Apartments, Upland

Version 7.00-06

Scenario 1: 1 AM Existing

**Lane Group Calculations**

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	73	65	73	66	9	9
g / C, Green / Cycle	0.82	0.72	0.82	0.74	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.04	0.16	0.08	0.05
s, saturation flow rate [veh/h]	1700	1800	1700	1800	1700	1700
c, Capacity [veh/h]	1405	1291	1403	1322	214	208
d1, Uniform Delay [s]	1.57	4.24	1.60	3.76	39.80	38.77
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.37	0.06	0.36	2.72	1.33
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.02	0.21	0.04	0.21	0.60	0.42
d, Delay for Lane Group [s/veh]	1.57	4.61	1.66	4.13	42.52	40.10
Lane Group LOS	A	A	A	A	D	D
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.06	1.46	0.13	1.37	2.92	1.89
50th-Percentile Queue Length [ft/ln]	1.38	36.53	3.31	34.21	72.88	47.14
95th-Percentile Queue Length [veh/ln]	0.10	2.63	0.24	2.46	5.25	3.39
95th-Percentile Queue Length [ft/ln]	2.49	65.75	5.96	61.59	131.19	84.86

EXCERPT: Planning Commission Packet from December 11, 2019

Generated with **PTV VISTRO**

Mesa Court Apartments, Upland

Version 7.00-06

Scenario 1: 1 AM Existing

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	1.57	4.61	4.61	1.66	4.13	4.13	42.52	42.52	42.52	40.10	40.10	40.10
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.30			3.69			42.52			40.10		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	13.44											
Intersection LOS	B											
Intersection V/C	0.272											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.145			2.202			1.863			1.893		
Crosswalk LOS	B			B			A			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	444			444			1156			1156		
d_b, Bicycle Delay [s]	27.22			27.22			8.02			8.02		
I_b,int, Bicycle LOS Score for Intersection	2.056			2.121			1.772			1.703		
Bicycle LOS	B			B			A			A		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**EXCERPT: Planning Commission Packet from December 11, 2019**

Generated with **PTV VISTRO**

Mesa Court Apartments, Upland

Version 7.00-06

Scenario 2: 2 PM Existing

**Intersection Level Of Service Report  
Intersection 1: N. Campus Avenue at E. 11th Street**

Control Type:	Signalized	Delay (sec / veh):	16.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.503

**Intersection Setup**

Name	N. Campus Avenue			N. Campus Avenue			E. 11th Street			E. 11th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	N. Campus Avenue			N. Campus Avenue			E. 11th Street			E. 11th Street		
Base Volume Input [veh/h]	35	443	31	19	307	54	77	127	31	19	87	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	443	31	19	307	54	77	127	31	19	87	43
Peak Hour Factor	0.9280	0.9280	0.9280	0.9280	0.9280	0.9280	0.9280	0.9280	0.9280	0.9280	0.9280	0.9280
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	119	8	5	83	15	21	34	8	5	23	12
Total Analysis Volume [veh/h]	38	477	33	20	331	58	83	137	33	20	94	46
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**EXCERPT: Planning Commission Packet from December 11, 2019**

Generated with **PTV VISTRO**

Mesa Court Apartments, Upland

Version 7.00-06

Scenario 2: 2 PM Existing

**Intersection Settings**

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss							
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	24	0	10	24	0	0	56	0	0	56	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	13	0	0	13	0	0	12	0	0	12	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

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Mesa Court Apartments, Upland

Version 7.00-06

Scenario 2: 2 PM Existing

**Lane Group Calculations**

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	66	60	66	59	16	16
g / C, Green / Cycle	0.74	0.67	0.74	0.65	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.02	0.28	0.01	0.22	0.15	0.09
s, saturation flow rate [veh/h]	1700	1800	1700	1800	1700	1700
c, Capacity [veh/h]	1196	1200	1132	1173	347	339
d1, Uniform Delay [s]	3.15	6.99	3.12	6.96	36.19	34.01
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	1.11	0.03	0.76	2.95	1.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.03	0.43	0.02	0.33	0.73	0.47
d, Delay for Lane Group [s/veh]	3.16	8.09	3.15	7.72	39.14	35.03
Lane Group LOS	A	A	A	A	D	D
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.15	4.24	0.08	3.13	5.58	3.24
50th-Percentile Queue Length [ft/ln]	3.64	105.94	2.07	78.18	139.42	81.03
95th-Percentile Queue Length [veh/ln]	0.26	7.61	0.15	5.63	9.45	5.83
95th-Percentile Queue Length [ft/ln]	6.55	190.34	3.73	140.72	236.24	145.85

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Scenario 2: 2 PM Existing

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	3.16	8.09	8.09	3.15	7.72	7.72	39.14	39.14	39.14	35.03	35.03	35.03
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	7.75			7.50			39.14			35.03		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	16.66											
Intersection LOS	B											
Intersection V/C	0.503											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.271			2.388			1.967			1.905		
Crosswalk LOS	B			B			A			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	444			444			1156			1156		
d_b, Bicycle Delay [s]	27.22			27.22			8.02			8.02		
I_b,int, Bicycle LOS Score for Intersection	2.464			2.234			1.977			1.824		
Bicycle LOS	B			B			A			A		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



*APPENDIX B-II*

**EXISTING PLUS PROJECT  
TRAFFIC CONDITIONS**

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Mesa Court Apartments, Upland

Version 7.00-06

Scenario 3: 3 AM Existing + Project

**Intersection Level Of Service Report**  
**Intersection 1: N. Campus Avenue at E. 11th Street**

Control Type:	Signalized	Delay (sec / veh):	13.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.277

**Intersection Setup**

Name	N. Campus Avenue			N. Campus Avenue			E. 11th Street			E. 11th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵			↵↵			+			+		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	N. Campus Avenue			N. Campus Avenue			E. 11th Street			E. 11th Street		
Base Volume Input [veh/h]	27	230	18	55	230	35	32	60	26	10	40	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	230	18	55	230	35	32	60	26	10	40	29
Peak Hour Factor	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090	0.9090
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	63	5	15	63	10	9	17	7	3	11	8
Total Analysis Volume [veh/h]	30	253	20	61	253	39	35	66	29	11	44	32
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Mesa Court Apartments, Upland  
Scenario 3: 3 AM Existing + Project

Version 7.00-06

**Intersection Settings**

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss							
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	24	0	10	24	0	0	56	0	0	56	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	13	0	0	13	0	0	12	0	0	12	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

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Mesa Court Apartments, Upland  
Scenario 3: 3 AM Existing + Project

Version 7.00-06

**Lane Group Calculations**

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	65	65	66	66	9	9
g / C, Green / Cycle	0.72	0.72	0.73	0.73	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.15	0.04	0.16	0.08	0.05
s, saturation flow rate [veh/h]	1700	1800	1700	1800	1700	1700
c, Capacity [veh/h]	1114	1290	1257	1320	215	210
d1, Uniform Delay [s]	3.68	4.26	3.32	3.82	39.77	38.71
k, delay calibration	0.50	0.50	0.50	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	0.37	0.07	0.08	2.71	1.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.03	0.21	0.05	0.22	0.60	0.42
d, Delay for Lane Group [s/veh]	3.73	4.64	3.39	3.90	42.48	40.02
Lane Group LOS	A	A	A	A	D	D
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.14	1.48	0.26	1.34	2.94	1.88
50th-Percentile Queue Length [ft/ln]	3.54	36.98	6.58	33.50	73.42	47.09
95th-Percentile Queue Length [veh/ln]	0.25	2.66	0.47	2.41	5.29	3.39
95th-Percentile Queue Length [ft/ln]	6.37	66.57	11.84	60.30	132.15	84.76

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Mesa Court Apartments, Upland  
Scenario 3: 3 AM Existing + Project

Version 7.00-06

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	3.73	4.64	4.64	3.39	3.90	3.90	42.48	42.48	42.48	40.02	40.02	40.02
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.55			3.81			42.48			40.02		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	13.43											
Intersection LOS	B											
Intersection V/C	0.277											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.149			2.208			1.871			1.886		
Crosswalk LOS	B			B			A			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	444			444			1156			1156		
d_b, Bicycle Delay [s]	27.22			27.22			8.02			8.02		
I_b,int, Bicycle LOS Score for Intersection	2.060			2.142			1.774			1.703		
Bicycle LOS	B			B			A			A		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 4: 4 PM Existing + Project

**Intersection Level Of Service Report  
Intersection 1: N. Campus Avenue at E. 11th Street**

Control Type:	Signalized	Delay (sec / veh):	16.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.510

**Intersection Setup**

Name	N. Campus Avenue			N. Campus Avenue			E. 11th Street			E. 11th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	N. Campus Avenue			N. Campus Avenue			E. 11th Street			E. 11th Street		
Base Volume Input [veh/h]	35	450	31	19	312	56	80	127	31	19	87	43
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	450	31	19	312	56	80	127	31	19	87	43
Peak Hour Factor	0.9280	0.9280	0.9280	0.9280	0.9280	0.9280	0.9280	0.9280	0.9280	0.9280	0.9280	0.9280
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	121	8	5	84	15	22	34	8	5	23	12
Total Analysis Volume [veh/h]	38	485	33	20	336	60	86	137	33	20	94	46
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Mesa Court Apartments, Upland  
Scenario 4: 4 PM Existing + Project

Version 7.00-06

**Intersection Settings**

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss							
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	24	0	10	24	0	0	56	0	0	56	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	13	0	0	13	0	0	12	0	0	12	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

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Mesa Court Apartments, Upland  
Scenario 4: 4 PM Existing + Project

Version 7.00-06

**Lane Group Calculations**

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	66	60	66	59	16	16
g / C, Green / Cycle	0.74	0.67	0.74	0.65	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.02	0.29	0.01	0.22	0.15	0.09
s, saturation flow rate [veh/h]	1700	1800	1700	1800	1700	1700
c, Capacity [veh/h]	1188	1196	1123	1170	350	342
d1, Uniform Delay [s]	3.20	7.11	3.16	7.07	36.11	33.86
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	1.14	0.03	0.78	2.95	1.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.03	0.43	0.02	0.34	0.73	0.47
d, Delay for Lane Group [s/veh]	3.21	8.25	3.19	7.85	39.06	34.86
Lane Group LOS	A	A	A	A	D	C
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.15	4.37	0.08	3.22	5.64	3.23
50th-Percentile Queue Length [ft/ln]	3.68	109.18	2.10	80.60	140.99	80.79
95th-Percentile Queue Length [veh/ln]	0.27	7.79	0.15	5.80	9.53	5.82
95th-Percentile Queue Length [ft/ln]	6.63	194.86	3.78	145.08	238.36	145.43

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Mesa Court Apartments, Upland  
Scenario 4: 4 PM Existing + Project

Version 7.00-06

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	3.21	8.25	8.25	3.19	7.85	7.85	39.06	39.06	39.06	34.86	34.86	34.86
Movement LOS	A	A	A	A	A	A	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	7.91			7.63			39.06			34.86		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	16.68											
Intersection LOS	B											
Intersection V/C	0.510											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.275			2.398			1.969			1.905		
Crosswalk LOS	B			B			A			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	444			444			1156			1156		
d_b, Bicycle Delay [s]	27.22			27.22			8.02			8.02		
I_b,int, Bicycle LOS Score for Intersection	2.477			2.246			1.982			1.824		
Bicycle LOS	B			B			A			A		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



## APPENDIX C

### YEAR 2023 CUMULATIVE PLUS PROJECT INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

*APPENDIX C-1*

**YEAR 2023 CUMULATIVE  
TRAFFIC CONDITIONS**

**EXCERPT: Planning Commission Packet from December 11, 2019**

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Mesa Court Apartments, Upland

Version 7.00-06

Scenario 5: 5 AM Year 2023 Cumulative

**Intersection Level Of Service Report  
Intersection 1: N. Campus Avenue at E. 11th Street**

Control Type:	Signalized	Delay (sec / veh):	14.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.298

**Intersection Setup**

Name	N. Campus Avenue			N. Campus Avenue			E. 11th Street			E. 11th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↻			↵↻			⊕			⊕		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	N. Campus Avenue			N. Campus Avenue			E. 11th Street			E. 11th Street		
Base Volume Input [veh/h]	29	269	19	59	274	35	33	65	28	11	43	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	269	19	59	274	35	33	65	28	11	43	31
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	71	5	16	72	9	9	17	7	3	11	8
Total Analysis Volume [veh/h]	31	283	20	62	288	37	35	68	29	12	45	33
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Mesa Court Apartments, Upland

Version 7.00-06

Scenario 5: 5 AM Year 2023 Cumulative

**Intersection Settings**

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss							
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	24	0	10	24	0	0	66	0	0	66	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	13	0	0	13	0	0	12	0	0	12	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

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Mesa Court Apartments, Upland

Version 7.00-06

Scenario 5: 5 AM Year 2023 Cumulative

**Lane Group Calculations**

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	82	73	82	75	10	10
g / C, Green / Cycle	0.82	0.73	0.82	0.75	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.17	0.04	0.18	0.08	0.05
s, saturation flow rate [veh/h]	1700	1800	1700	1800	1700	1700
c, Capacity [veh/h]	1395	1320	1398	1346	210	205
d1, Uniform Delay [s]	1.59	4.28	1.62	3.89	44.24	43.08
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.41	0.06	0.43	3.08	1.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.02	0.23	0.04	0.24	0.63	0.44
d, Delay for Lane Group [s/veh]	1.60	4.69	1.68	4.31	47.32	44.56
Lane Group LOS	A	A	A	A	D	D
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.07	1.79	0.15	1.79	3.36	2.20
50th-Percentile Queue Length [ft/ln]	1.65	44.82	3.83	44.69	83.97	54.88
95th-Percentile Queue Length [veh/ln]	0.12	3.23	0.28	3.22	6.05	3.95
95th-Percentile Queue Length [ft/ln]	2.98	80.67	6.89	80.43	151.15	98.78

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Mesa Court Apartments, Upland

Version 7.00-06

Scenario 5: 5 AM Year 2023 Cumulative

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	1.60	4.69	4.69	1.68	4.31	4.31	47.32	47.32	47.32	44.56	44.56	44.56
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.40			3.89			47.32			44.56		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	14.03											
Intersection LOS	B											
Intersection V/C	0.298											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	39.61			39.61			39.61			39.61		
I_p,int, Pedestrian LOS Score for Intersection	2.178			2.235			1.873			1.903		
Crosswalk LOS	B			B			A			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	400			400			1240			1240		
d_b, Bicycle Delay [s]	32.00			32.00			7.22			7.22		
I_b,int, Bicycle LOS Score for Intersection	2.111			2.198			1.777			1.708		
Bicycle LOS	B			B			A			A		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Mesa Court Apartments, Upland

Version 7.00-06

Scenario 6: 6 PM Year 2023 Cumulative

**Intersection Level Of Service Report  
Intersection 1: N. Campus Avenue at E. 11th Street**

Control Type:	Signalized	Delay (sec / veh):	16.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.557

**Intersection Setup**

Name	N. Campus Avenue			N. Campus Avenue			E. 11th Street			E. 11th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	N. Campus Avenue			N. Campus Avenue			E. 11th Street			E. 11th Street		
Base Volume Input [veh/h]	38	518	33	21	362	58	83	137	33	21	94	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	518	33	21	362	58	83	137	33	21	94	46
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	136	9	6	95	15	22	36	9	6	25	12
Total Analysis Volume [veh/h]	40	545	35	22	381	61	87	144	35	22	99	48
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Mesa Court Apartments, Upland

Version 7.00-06

Scenario 6: 6 PM Year 2023 Cumulative

**Intersection Settings**

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss							
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	24	0	10	24	0	0	56	0	0	56	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	13	0	0	13	0	0	12	0	0	12	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

EXCERPT: Planning Commission Packet from December 11, 2019

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Mesa Court Apartments, Upland

Version 7.00-06

Scenario 6: 6 PM Year 2023 Cumulative

**Lane Group Calculations**

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	66	59	66	58	16	16
g / C, Green / Cycle	0.73	0.66	0.73	0.64	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.02	0.32	0.01	0.25	0.16	0.10
s, saturation flow rate [veh/h]	1700	1800	1700	1800	1700	1700
c, Capacity [veh/h]	1147	1182	1065	1157	360	352
d1, Uniform Delay [s]	3.35	7.83	3.31	7.61	35.84	33.57
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	1.46	0.04	0.96	2.98	1.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.03	0.49	0.02	0.38	0.74	0.48
d, Delay for Lane Group [s/veh]	3.36	9.29	3.35	8.57	38.82	34.58
Lane Group LOS	A	A	A	A	D	C
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.16	5.34	0.10	3.84	5.85	3.40
50th-Percentile Queue Length [ft/ln]	4.04	133.50	2.41	96.00	146.29	85.10
95th-Percentile Queue Length [veh/ln]	0.29	9.13	0.17	6.91	9.82	6.13
95th-Percentile Queue Length [ft/ln]	7.27	228.25	4.33	172.81	245.47	153.19

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Mesa Court Apartments, Upland

Version 7.00-06

Scenario 6: 6 PM Year 2023 Cumulative

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	3.36	9.29	9.29	3.35	8.57	8.57	38.82	38.82	38.82	34.58	34.58	34.58
Movement LOS	A	A	A	A	A	A	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	8.90			8.32			38.82			34.58		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	16.82											
Intersection LOS	B											
Intersection V/C	0.557											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.315			2.435			1.979			1.916		
Crosswalk LOS	B			B			A			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	444			444			1156			1156		
d_b, Bicycle Delay [s]	27.22			27.22			8.02			8.02		
I_b,int, Bicycle LOS Score for Intersection	2.583			2.325			1.999			1.838		
Bicycle LOS	B			B			A			A		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



*APPENDIX C-II*

**YEAR 2023 CUMULATIVE PLUS PROJECT  
TRAFFIC CONDITIONS**

**EXCERPT: Planning Commission Packet from December 11, 2019**

Generated with **PTV VISTRO**

Mesa Court Apartments, Upland

Version 7.00-06

Scenario 7: 7 AM Year 2023 Cumulative + Project

**Intersection Level Of Service Report  
Intersection 1: N. Campus Avenue at E. 11th Street**

Control Type:	Signalized	Delay (sec / veh):	14.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.304

**Intersection Setup**

Name	N. Campus Avenue			N. Campus Avenue			E. 11th Street			E. 11th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	N. Campus Avenue			N. Campus Avenue			E. 11th Street			E. 11th Street		
Base Volume Input [veh/h]	29	271	19	59	282	38	34	65	28	11	43	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	271	19	59	282	38	34	65	28	11	43	31
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	71	5	16	74	10	9	17	7	3	11	8
Total Analysis Volume [veh/h]	31	285	20	62	297	40	36	68	29	12	45	33
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

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Mesa Court Apartments, Upland

Version 7.00-06

Scenario 7: 7 AM Year 2023 Cumulative + Project

**Intersection Settings**

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss							
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	24	0	10	24	0	0	66	0	0	66	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	13	0	0	13	0	0	12	0	0	12	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

EXCERPT: Planning Commission Packet from December 11, 2019

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Mesa Court Apartments, Upland

Version 7.00-06

Scenario 7: 7 AM Year 2023 Cumulative + Project

**Lane Group Calculations**

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	73	73	75	75	10	10
g / C, Green / Cycle	0.73	0.73	0.75	0.75	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.02	0.17	0.04	0.19	0.08	0.05
s, saturation flow rate [veh/h]	1700	1800	1700	1800	1700	1700
c, Capacity [veh/h]	1129	1318	1262	1345	211	206
d1, Uniform Delay [s]	3.65	4.31	3.32	3.94	44.20	43.02
k, delay calibration	0.50	0.50	0.50	0.17	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.05	0.41	0.07	0.16	3.08	1.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.03	0.23	0.05	0.25	0.63	0.44
d, Delay for Lane Group [s/veh]	3.69	4.72	3.40	4.09	47.28	44.47
Lane Group LOS	A	A	A	A	D	D
Critical Lane Group	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.16	1.81	0.29	1.77	3.38	2.19
50th-Percentile Queue Length [ft/ln]	3.93	45.34	7.28	44.20	84.58	54.81
95th-Percentile Queue Length [veh/ln]	0.28	3.26	0.52	3.18	6.09	3.95
95th-Percentile Queue Length [ft/ln]	7.07	81.61	13.10	79.57	152.24	98.67

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Mesa Court Apartments, Upland

Version 7.00-06

Scenario 7: 7 AM Year 2023 Cumulative + Project

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	3.69	4.72	4.72	3.40	4.09	4.09	47.28	47.28	47.28	44.47	44.47	44.47
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.63			3.99			47.28			44.47		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	14.02											
Intersection LOS	B											
Intersection V/C	0.304											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	39.61			39.61			39.61			39.61		
I_p,int, Pedestrian LOS Score for Intersection	2.181			2.241			1.881			1.896		
Crosswalk LOS	B			B			A			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	400			400			1240			1240		
d_b, Bicycle Delay [s]	32.00			32.00			7.22			7.22		
I_b,int, Bicycle LOS Score for Intersection	2.114			2.218			1.779			1.708		
Bicycle LOS	B			B			A			A		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**EXCERPT: Planning Commission Packet from December 11, 2019**

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Mesa Court Apartments, Upland

Version 7.00-06

Scenario 8: 8 PM Year 2023 Cumulative + Project

**Intersection Level Of Service Report  
Intersection 1: N. Campus Avenue at E. 11th Street**

Control Type:	Signalized	Delay (sec / veh):	16.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.565

**Intersection Setup**

Name	N. Campus Avenue			N. Campus Avenue			E. 11th Street			E. 11th Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

**Volumes**

Name	N. Campus Avenue			N. Campus Avenue			E. 11th Street			E. 11th Street		
Base Volume Input [veh/h]	38	525	33	21	367	60	86	137	33	21	94	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	525	33	21	367	60	86	137	33	21	94	46
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	138	9	6	97	16	23	36	9	6	25	12
Total Analysis Volume [veh/h]	40	553	35	22	386	63	91	144	35	22	99	48
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

**EXCERPT: Planning Commission Packet from December 11, 2019**

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Mesa Court Apartments, Upland

Version 7.00-06

Scenario 8: 8 PM Year 2023 Cumulative + Project

**Intersection Settings**

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

**Phasing & Timing**

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss							
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	6	6	0	0	6	0	0	6	0
Maximum Green [s]	30	30	0	30	30	0	0	30	0	0	30	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	10	24	0	10	24	0	0	56	0	0	56	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	13	0	0	13	0	0	12	0	0	12	0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

**Exclusive Pedestrian Phase**

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

EXCERPT: Planning Commission Packet from December 11, 2019

Generated with **PTV VISTRO**

Mesa Court Apartments, Upland

Version 7.00-06

Scenario 8: 8 PM Year 2023 Cumulative + Project

**Lane Group Calculations**

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	66	59	66	58	16	16
g / C, Green / Cycle	0.73	0.66	0.73	0.64	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.02	0.33	0.01	0.25	0.16	0.10
s, saturation flow rate [veh/h]	1700	1800	1700	1800	1700	1700
c, Capacity [veh/h]	1138	1178	1053	1153	364	356
d1, Uniform Delay [s]	3.41	7.99	3.37	7.75	35.73	33.38
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	1.51	0.04	0.99	2.97	0.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

**Lane Group Results**

X, volume / capacity	0.04	0.50	0.02	0.39	0.74	0.47
d, Delay for Lane Group [s/veh]	3.42	9.50	3.41	8.75	38.71	34.36
Lane Group LOS	A	A	A	A	D	C
Critical Lane Group	No	Yes	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.16	5.51	0.10	3.96	5.94	3.39
50th-Percentile Queue Length [ft/ln]	4.10	137.70	2.44	99.00	148.38	84.77
95th-Percentile Queue Length [veh/ln]	0.30	9.36	0.18	7.13	9.93	6.10
95th-Percentile Queue Length [ft/ln]	7.38	233.92	4.40	178.20	248.26	152.59

**EXCERPT: Planning Commission Packet from December 11, 2019**

Generated with **PTV VISTRO**

Mesa Court Apartments, Upland

Version 7.00-06

Scenario 8: 8 PM Year 2023 Cumulative + Project

**Movement, Approach, & Intersection Results**

d_M, Delay for Movement [s/veh]	3.42	9.50	9.50	3.41	8.75	8.75	38.71	38.71	38.71	34.36	34.36	34.36
Movement LOS	A	A	A	A	A	A	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	9.12			8.50			38.71			34.36		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	16.89											
Intersection LOS	B											
Intersection V/C	0.565											

**Other Modes**

g_Walk,mi, Effective Walk Time [s]	11.0			11.0			11.0			11.0		
M_corner, Corner Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
M_CW, Crosswalk Circulation Area [ft <sup>2</sup> /ped]	0.00			0.00			0.00			0.00		
d_p, Pedestrian Delay [s]	34.67			34.67			34.67			34.67		
I_p,int, Pedestrian LOS Score for Intersection	2.319			2.447			1.982			1.916		
Crosswalk LOS	B			B			A			A		
s_b, Saturation Flow Rate of the bicycle lane	2000			2000			2000			2000		
c_b, Capacity of the bicycle lane [bicycles/h]	444			444			1156			1156		
d_b, Bicycle Delay [s]	27.22			27.22			8.02			8.02		
I_b,int, Bicycle LOS Score for Intersection	2.596			2.337			2.005			1.838		
Bicycle LOS	B			B			B			A		

**Sequence**

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



## **Exhibit J – Noise Analysis**



August 5, 2019

Mr. Soroush Rahbari, AIA  
Architect  
Designer Projects  
4790 Irvine Boulevard, Suite 105-276  
Irvine, CA 92620  
Work: (949) 552-1211  
Fax: (949) 679-8778  
E-mail: [DesignerProjects@Outlook.com](mailto:DesignerProjects@Outlook.com)

**Subject: CalEEMod-Based FHWA Construction Noise Analysis for a Residential Infill Project in Upland, California**

Dear Mr. Rahbari:

Yorke Engineering, LLC (Yorke) is pleased to provide this letter Noise Analysis report for a proposed residential infill project located at 790 Mesa Court in the City of Upland, CA (the City). The screening-level Noise Analysis includes background on noise analyses in general, applicable regulations/policies for this location, as well as background and construction noise level assessment for the proposed Project. For the infill project, this analysis will support a Class 32 Categorical Exemption from CEQA from the City Planning Department. It will also show that noise levels are expected to be below local thresholds during the construction and ongoing operation phases.

## **PROJECT DESCRIPTION**

The proposed Project involves the construction of 60 three-story townhomes comprising 11 separate buildings. Of the 11 buildings, six of them will be 5-unit complexes with a footprint of approximately 3,305-square-feet per building, and the remaining five buildings will be 6-unit complexes with a footprint of approximately 3,965-square-feet per building. The aggregate footprint of the 11 buildings is approximately 39,655-square-feet. The remaining 77,957-square-feet of the 2.7-acre parcel will consist of parking, asphalt paved driveways, and landscaping. Each three-level unit will feature two bedrooms and a two-car garage. The parcel is currently partially occupied by an old two-story residential building that will be demolished.

## **ASSUMPTIONS**

The following basic assumptions were used in developing the noise estimates for the proposed Project using the screening methodology developed by the U.S. Department of Transportation Federal Highway Administration (DOT FHWA) at the John A. Volpe National Transportation Systems Center and other technical references consistent with California Emissions Estimator Model (CalEEMod®) outputs (equipment utilization):

- CalEEMod® and FHWA defaults were applied to all phases of the Project, unless specified in the assumptions.

- Some Project design features including sizes of buildings and features were defined by the Applicant or architectural drawings and replaced some CalEEMod® default settings.
- The default equipment from CalEEMod® for each construction phase, is representative of actual construction equipment used during construction.
- For the construction noise analysis, U.S. Department of Transportation (DOT) equipment categories were correlated with CalEEMod® equipment categories as applicable. Notably “forklifts”, which did not have a clear classification, were assumed to be the same noise level as a “Backhoe (with loader)”.
- Construction activities will not occur outside of normal daytime working hours.
- Non-Traffic urban ambient background noise was assumed to be 40 dBA.

## LIST OF TABLES

The Project analyses and results are summarized in the following tables:

- Table 1: Land Use Data for CalEEMod Input – 790 Mesa Court, Upland, CA
- Table 2: Typical Sound Level Characteristics
- Table 3: Base Ambient Noise Levels (BANL) – Exterior
- Table 4: Maximum Residential Noise Levels – Exterior
- Table 5: FHWA Noise Reference Levels and Usage Factors
- Table 6: Estimated Peak Activity Daytime Noise Impacts

## NOISE IMPACT ANALYSIS

The Noise Section of Appendix G of the California Environmental Quality Act (CEQA) Guidelines (Environmental Checklist Form) contains noise significance criteria. Where applicable, quantitative significance criteria established by the city or county where the proposed Project will be located may be relied upon to make significance determinations based on estimated construction and operational noise impacts, as determined in this report.

### Project Activity Estimation

The construction and operation activity analysis was performed using CalEEMod® (California Emissions Estimation Model, version 2016.3.2), the official statewide land use computer model designed to provide a uniform platform for estimating potential criteria pollutant and GHG emissions associated with both construction and operations of land use projects under CEQA. As the official assessment methodology for land use projects in California, CalEEMod® was relied upon for construction and operational emissions quantification, which also forms the basis for the construction noise impact analysis.

Based on information received from the Applicant, land use data used for CalEEMod® input is presented in Table 1.

Table 1: Land Use Data for CalEEMod Input - 790 Mesa Court, Upland, CA							
Project Element	Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage (footprint)	Square Feet (est.)	Est. Pop.
Townhomes	Residential	Condo/Townhouse	60.00	1,000 sq. ft.	0.910	60,000	172
Parking Lot	Parking	Parking Lot	15.30	1,000 sq. ft.	0.351	15,300	0
Driveways, Asphalt Paving	Parking	Other Asphalt Surfaces	13.40	1,000 sq. ft.	0.308	13,400	0
Landscaping	Parking	Other Non-Asphalt Surfaces	49.27	1,000 sq. ft.	1.131	49,272	0
<b>Project Site</b>					<b>2.700</b>	<b>137,972</b>	<b>172</b>

Source: Applicant 2019, CalEEMod version 2016.3.2

Notes:

Southern California Edison

Site Area: 117,612 sq. ft.

**Noise Analysis Methodology**

The screening-level noise analysis for Project construction was based on methodology developed by the U.S. Department of Transportation Federal Highway Administration (DOT FHWA) at the John A. Volpe National Transportation Systems Center and other technical references consistent with CalEEMod® outputs (equipment utilization). The DOT FHWA methodology uses actual noise measurement data collected during the Boston “Big Dig” project (1991-2006) as reference levels for a wide variety of construction equipment in common use, such as on the proposed Project. Noise impacts were evaluated against community noise standards contained in the City or County General Plan, noise ordinances, or other state or federal agency standards as applicable to the vicinity of the Project site. The scope of the screening-level noise study did not include field measurements of ambient noise in the vicinity of the Project site.

For this Project, the Unnecessary Noise section of the City of Upland Municipal Code, Chapter 9.40 (City 2016) contained applicable evaluation criteria, with additional context provided by the City of Upland General Plan Safety Element, Noise Section (City 2015).

During construction activities, the Project would generate noise due to operation of off-road equipment, portable equipment, and vehicles at or near the Project site. Screening-level Project-generated noise is evaluated in relation to established thresholds of significance. Additionally, the same methods are used to determine noise impacts on the nearest sensitive receptor. No significant increase in operational traffic is expected due to this relatively small project that does not generate large quantities of residential or worker commuting vehicle trips. No strong sources of vibrations are planned to be used during construction activities.

The FHWA noise model provides relatively conservative predictions because it does not account for site-specific geometry, dimensions of nearby structures, and local environmental conditions that can affect sound transmission, reflection, and attenuation. Further, the screening methodology assumes that multiple sources (e.g., construction equipment) would be operating simultaneously

at the same location point, which would not be the case in actual practice. As a result, actual measured sound levels at receptors may vary somewhat from predictions, typically lower. Additionally, the impacts of noise upon receptors (persons) are subjective because of differences in individual sensitivities and perceptions.

### **Environmental Setting**

The proposed Project is near a major urban street (East Foothill Boulevard, Route 66) thus, the incremental effect of Project related increased traffic, primarily passenger cars and other light-duty vehicles, would not be quantifiable against existing traffic noise (background) in the Project vicinity. In addition, San Antonio Community Hospital is 0.1 miles southeast of the Project site, which contributes to the urban noise background in the Project area.

### **Noise Descriptors**

Noise is typically described as any unwanted or objectionable sound. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity, the A-weighted decibel scale (dBA). Table 2 below lists common sources of sound and their intensities in dBA.

In most situations, a 3-dBA change in sound pressure is considered a “just-detectable” difference. A 5-dBA change (either louder or quieter) is readily noticeable, and 10-dBA change is a doubling (if louder) or halving (if quieter) of the subjective loudness. Sound from a small localized source (a “point” source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (drops off) at a rate of 6 dBA for each doubling of the distance.

The duration of noise and the time period at which it occurs are important factors in determining the impact of noise on sensitive receptors. A single number called the equivalent continuous noise level ( $L_{eq}$ ) may be used to describe sound that is changing in level. It is also used to describe the acoustic range of the noise source being measured, which is accomplished through the maximum  $L_{eq}$  ( $L_{max}$ ) and minimum  $L_{eq}$  ( $L_{min}$ ) indicators.

In determining the daily measure of community noise, it is important to account for the difference in human response to daytime and nighttime noise. Noise is more disturbing at night than during the day, and noise indices have been developed to account for the varying duration of noise events over time, as well as community response to them. The Community Noise Equivalent Level (CNEL) adds a 5-dB penalty to the “nighttime” hourly noise levels (HNLs) (i.e., 7:00 p.m. to 10:00 p.m.) and the Day-Night Average Level ( $L_{dn}$ ) adds a 10-dB penalty to the evening HNLs (Caltrans 2013, FTA 2006).

### **Vibration Descriptors**

Vibration is a unique form of noise because its energy is carried through structures and the earth, whereas noise is carried through the air. Thus, vibration is generally felt rather than heard. Typically, ground borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Actual human and structural response to different vibration levels is influenced by a combination of factors, including soil type, distance between the source and receptor, duration, and the number of perceived events.

Table 2: Typical Sound Level Characteristics		
Pressure (P)	Level	Sound Level Characteristic
N/m <sup>2</sup>	dB	
2000	160	Rocket Launch
600	150	Military Jet Plane Takeoff
200	140	Threshold of Pain
60	130	Commercial Jet Plane Takeoff
20	120	Industrial Chipper or Punch Press
6	110	Loud Automobile Horn
2	100	Passing Diesel Truck – Curb Line
0.6	90	Factory - Heavy Manufacturing
0.2	80	Factory - Light Manufacturing
0.06	70	Open Floor Office – Cubicles
0.02	60	Conversational Speech
0.006	50	Private Office – Walled
0.002	40	Residence in Daytime
0.0006	30	Bedroom at Night
0.0002	20	Recording or Broadcasting Studio
0.00006	10	Threshold of Good Hearing - Adult
0.00002	0	Threshold of Excellent Hearing - Child

Sources: Broch 1971, Plog 1988

Notes:

$$\text{dB} = 20 \text{ Log } (P/P_0)$$

$$\text{Reference Level } P_0 = 0.00002 \text{ N/m}^2 = 0.0002 \text{ } \mu\text{bar}$$

N/m<sup>2</sup> = Newtons per square meter (the Newton is the unit of force derived in the metric system); it is equal to the amount of net force required to accelerate one kilogram of mass at a rate of one meter per second squared (1 kg • 1 m/s<sup>2</sup>) in the direction of the applied force.

While not a direct health hazard, the energy transmitted through the ground as vibration may result in structural damage, which may be costly to repair and dangerous in the event of structural failure. To assess the potential for structural damage associated with vibration, the vibratory ground motion in the vicinity of the affected structure is measured in terms of point peak velocity/peak particle velocity (PPV) in the vertical and horizontal directions (vector sum). A freight train passing at 100 feet may cause PPVs of 0.1 inch per second, while a strong earthquake may produce PPVs in the range of 10 inches per second. Minor cosmetic damage to buildings may begin in the range of 0.5 inch per second (Caltrans 2013, FTA 2006).

### ***Existing Noise Environment***

The Project site is in Upland, San Bernardino County, in a characteristically urban and densely populated area subject to noise from local traffic on public streets (East Foothill Boulevard) and small power equipment (e.g., lawn mowers, edgers, etc.). The FHWA noise model and associated references puts the expected ambient background noise from known sources at about 47 dBA (peak) at the nearest residential and commercial receptors to the proposed Project. This estimate

is based on traffic on East Foothill Boulevard, as well as a general 40 dBA urban background noise.

### ***Sensitive and Susceptible Receptors***

Some land uses are generally regarded as being more sensitive to noise than others due to the types of population groups or activities involved. Sensitive population groups include children and the elderly. Other sensitive land uses generally include hospitals, schools, child care facilities, senior facilities, libraries, churches, and parks.

Consistent with Localized Significance Thresholds (SCAQMD 2008), the nearest sensitive receptors to the Project site as modeled are residences approximately 25 meters (80 feet) north and west of the outside portions of the construction zone, and a senior care (assisted living) facility east of the outside portions of the construction zone. Similarly, the nearest susceptible commercial receptor, a medical office building, is approximately 25 meters (80 feet) south of the outside portions of the construction zone.

All construction activities would be short-term (i.e., temporary). All construction work is planned to be conducted during daytime hours only; no nighttime work is planned to be performed. Upon completion of construction, temporary generation of noise would permanently cease. Due to the relatively small size of the proposed Project, no significant additional long-term traffic is expected, and therefore no additional Project-related noise is expected over the long term.

### **Regulatory Setting**

#### ***California***

The State of California does not promulgate statewide standards for environmental noise but requires each city and county to include a noise element in its general plan [California Government Code Section 65302(f)]. In addition, Title 4 of the CCR has guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. In general, the guidelines require that community noise standards:

- Protect residents from the harmful and annoying effects of exposure to excessive noise;
- Prevent incompatible land uses from encroaching upon existing or programmed land uses likely to create significant noise impacts; and
- Encourage the application of state-of-the-art land use planning methodologies in the area of managing and minimizing potential noise conflicts.

Construction vibration is regulated at the state level in accordance with standards established by the *Transportation and Construction-Induced Vibration Guidance Manual* issued by Caltrans in 2004. Continuous sources include the use of vibratory compaction equipment and other construction equipment that creates vibration other than in single events. Transient sources create a single isolated vibration event, such as blasting. Thresholds for continuous sources are 0.5 and 0.1 inch per second PPV for structural damage and annoyance, respectively. Thresholds for transient sources are 1.0 and 0.9 PPV for structural damage and annoyance, respectively (Caltrans 2013).

**City of Upland Municipal Code Unnecessary Noise Section**

Per the Unnecessary Noise section of the City of Upland Municipal Code (2019), Tables 3 and 4 show the Base Ambient Noise Levels and Maximum Residential Noise Levels, i.e., standards, respectively. The Municipal Code clearly states that noise impacts would be considered potentially significant if noise is increased by 20 dBA above the Base Ambient Noise Level (BANL) at any time, and 15 dBA for any one minute in any hour (peak). For unspecified (other) land uses the BANL is listed as 65 dBA.

The Municipal Code limits construction and building repair activities to the hours of 7:00 a.m. to 6:00 p.m. on weekdays with a valid building permit. However, no unacceptable-level thresholds are established in the Municipal Code specifically for these activities. Therefore, the normally unacceptable threshold for construction and building repair is assumed to be 15 dBA above the unspecified land use BANL of 65 dBA, which yields a construction threshold of 80 dBA in any one minute of any hour (peak) between the hours of 7:00 a.m. to 6:00 p.m. on weekdays. Similarly, for pre- and post-project residential operation, the normally unacceptable threshold is 55 dBA plus 15 dBA, or 70 dBA (peak) during daytime hours.

<b>Table 3: Base Ambient Noise Levels (BANL) — Exterior</b>		
<b>Land Use</b>	<b>Time of Day Interval</b>	<b>Maximum Exterior Noise Level (dBA CNEL)</b>
Residential (operational)	7 a.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	45
Uses Not Specified (other)	Anytime	65
Industrial and Commercial (operational)	Any time	75

Source: City 2016

<b>Table 4: Maximum Residential Noise Levels — Exterior</b>	
<b>Amount of Time Noise Levels Can Exceed Base Values in Any 1-Hour Period</b>	<b>Allowable dBA Above the Base Ambient Noise Level (BANL)</b>
30 Minutes	BANL
15 Minutes	5
5 Minutes	10
1 Minute	15
Not Permitted	20

Source: City 2016

**Results**

Use of off-road equipment, on-road vehicles, and portable equipment would generate noise due to engine mechanicals, engine exhaust, driveline mechanicals, shaft-driven devices and accessories, hydraulics operation, ground friction and displacement, and gravity drops (dumping, unloading). Since no intense percussive actions (strikes, impacts) would occur during the site work, no strong vibrations are planned to be generated that could affect nearby structures.

The Project is expected to require about 14 months of planned work activities comprising six construction phases:

- 1) Demolition
- 2) Site Preparation;
- 3) Grading;
- 4) Building construction;
- 5) Paving; and
- 6) Architectural coating.

Deviations from this schedule would not affect the noise analysis because noise does not persist or accumulate in the environment.

Types of equipment (FHWA 2006) to be used during the Project and noise-emitting characteristics (i.e., usage factors, reference dBA at 15 meters, and percussive source) are shown in Table 5 consistent with CalEEMod® outputs.

Table 5: FHWA Noise Reference Levels and Usage Factors						
CalEEMod Construction Detail			FHWA Equipment Type	Ref.	Usage Factor	Ref. Level
Phase Name	Equipment Description	Qty.			percent	dBA
Demolition (1)	Concrete/Industrial Saws	1	Concrete Saw	1	20%	90
	Rubber Tired Dozers	1	Tractor [or Skidder] (rubber tire)	1	40%	84
	Tractors/Loaders/Backhoes	3	Backhoe (with loader)	1	40%	80
Site Preparation (2)	Graders	1	Grader	1	40%	85
	Scrapers	1	Scraper	1	40%	85
	Tractors/Loaders/Backhoes	1	Backhoe (with loader)	1	40%	80
Grading (3)	Graders	1	Scraper	1	40%	85
	Rubber Tired Dozers	1	Tractor [or Skidder] (rubber tire)	1	40%	84
	Tractors/Loaders/Backhoes	2	Backhoe (with loader)	1	40%	80
Building Construction (4)	Cranes	1	Crane	1	16%	85
	Forklifts	2	Backhoe (with loader)	1	40%	80
	Generator Sets	1	Generator (general purpose utility)	1	50%	82
	Tractors/Loaders/Backhoes	1	Backhoe (with loader)	1	40%	80
	Welders	3	Welding [or Cutting] Torch	1	40%	73
Paving (5)	Cement and Mortar Mixers	1	Drum Mixer	1	50%	80
	Pavers	1	Paver (asphalt)	1	50%	85
	Paving Equipment	1	Pavement Scarifier	1	20%	85
	Rollers	2	Roller	1	20%	85
	Tractors/Loaders/Backhoes	1	Backhoe (with loader)	1	40%	80
Architectural Coating (6)	Air Compressors	1	Compressor (air)	1	40%	80

Source: CalEEMod v 2016.3.2, FHWA 2006

Tables 6 shows a comparison of FHWA screening-level estimated daytime exterior noise impacts for peak daytime construction activities at the designated residential and commercial receptors versus the noise thresholds outlined in the Municipal Code. If the thresholds are not exceeded, then the proposed Project should be considered acceptable.

<b>Table 6: Estimated Peak Activity Daytime Noise Impacts – Exterior</b>				
<b>Construction Phases</b>	<b>Normal Acceptance Criteria</b>			
	<b>Modeled Noise Level (L<sub>02</sub> dBA)<sup>a, b</sup></b>	<b>CalEEMod Duration (days)</b>	<b>Normally Unacceptable Threshold (dBA)<sup>c</sup></b>	<b>Exceeds Threshold (Yes/No)?</b>
Pre-Project Background (0)	47	—	70	No
Demolition (1)	77	20	80	No
Site Preparation (2)	75	5	80	No
Grading (3)	76	10	80	No
Building Construction (4)	75	220	80	No
Paving (5)	77	20	80	No
Architectural Coating (6)	67	20	80	No
Post-Project Background (7)	47	—	70	No

Sources: CalEEMod v2013.2.2, FHWA 2006, Broch 1971, Plog 1988, City 2016

Notes:

<sup>a</sup> Includes existing street traffic and ambient noise sources

<sup>b</sup> L<sub>02</sub> - maximum noise level at any minute in any hour (1.67% of time) at 25 meters

<sup>c</sup> Refer to applicable city or county general plan noise element or noise ordinance

**Discussion**

Under the Municipal Code, peak daytime construction noise impacts should not exceed 80 dBA in any one minute of any hour. As shown in Table 6, these thresholds should not be exceeded at either sensitive residential or susceptible commercial receptors. Thus, the proposed Project would be in compliance with the standards. Additionally, all construction noise is expected to take place during the least sensitive times of day, i.e., weekday business and school hours, and would permanently cease upon project completion. (City 2016)

When considering the senior care/assisted living facility adjacent to the Project site, construction noise impacts will be further mitigated, at a minimum, by single-pane windows and insulating window coverings. When closed, these types of windows typically have a minimum Outside-Inside Transmission Class (OITC) rating of 25. This further attenuation feature (about 17-19 dBA at lower frequencies; about 20-35 dBA at higher frequencies) will provide acceptable interior noise levels. (Viracon 2018)

Operational noise from the proposed Project is expected to be less than significant as well. No significant sources of stationary noise are expected to be implemented such as engines, or machinery. As determined with CalEEMod®, the estimated the number of light-duty vehicle trips per day for the proposed Project is not expected to exceed 500 vehicle trips per day on average. The post-project background noise – caused mainly by traffic on East Foothill Boulevard – would remain virtually the same as pre-project background noise consistent with General Plan limits of 65 dBA CNEL for multi-family residential land uses. (City 2015)

790 Mesa Court, Upland, CA

August 5, 2019

Page 10 of 11

PROJECTED IMPACT: Less Than Significant

ADDITIONAL MITIGATION: None Required

## CLOSING

Thank you very much for the opportunity to be of assistance to the Designer Projects and Powers Design & Development. Should you have any questions, please contact me at (805) 293-7967 or Cyril Jose at (949) 201-3806.

Sincerely,



Bradford Boyes, BSEnvE, MBA, QEP | Ventura Office  
Senior Engineer  
Yorke Engineering, LLC  
[BBoyes@YorkeEngr.com](mailto:BBoyes@YorkeEngr.com)

cc: Brian Yorke, Yorke Engineering, LLC

Enclosures/Attachments:

## REFERENCES

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## **Exhibit K – Air Quality Analysis**



May 29, 2019

Mr. Soroush Rahbari, AIA  
Architect  
Designer Projects  
4790 Irvine Boulevard, Suite 105-276  
Irvine, CA 92620  
Work: (949) 552-1211  
Fax: (949) 679-8778  
E-mail: [DesignerProjects@Outlook.com](mailto:DesignerProjects@Outlook.com)

**Subject: CalEEMod Air Quality, Greenhouse Gas, and Localized Significance Analysis  
for a Class 32 Residential Infill Project in Upland, CA**

Dear Mr. Rahbari:

Yorke Engineering, LLC (Yorke) is pleased to provide this letter Air Quality (AQ) and Greenhouse Gas (GHG) Report. This AQ/GHG Report includes CalEEMod emissions estimates, criteria pollutant analysis, and GHG analysis for the proposed residential infill project located at 790 Mesa Court in the City of Upland, CA (the City). The proposed project will consist of 60 townhome apartments on 2.7 acres of land. For this low-rise, multi-family land use, a traffic analysis was performed by an independent consultant using Institute of Traffic Engineers (ITE) Code 220. The traffic analysis results provided with the request for proposal (RFP) were incorporated into the analyses described below. For the infill project, this analysis will support a Class 32 Categorical Exemption from CEQA from the City Planning Department.

## **PROJECT DESCRIPTION**

The project site is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD, or District). The proposed project involves the construction of 60 three-story townhomes comprising 11 separate buildings. Of the 11 buildings, six of them are 5-unit complexes with a footprint of approximately 3,305-square-feet per building, and the remaining five buildings are 6-unit complexes with a footprint of approximately 3,965-square-feet per building. The aggregate footprint of the 11 buildings is approximately 39,655-square-feet. The remaining 77,957-square-feet of the 2.7-acre parcel will consist of parking, asphalt paved driveways, and landscaping. Each three-level unit will feature two bedrooms and a two-car garage. The parcel is currently partially occupied by an old two-story residential building that will be demolished.

## **ASSUMPTIONS**

The following basic assumptions were used in developing the emission estimates for the proposed project using the California Emissions Estimator Model® (CalEEMod):

- Some project design features including size of some building features were defined by the Applicant.

- Some Project design features such as existing building size, existing pavements size, and parking lot sizes were determined using Google Earth® measurement tools or approximated using the architect's drawings.
- Default construction equipment horsepower ratings and load factors contained in CalEEMod were applied to all phases of the project.
- Construction site watering for fugitive dust control was set to three times daily. Street sweeping around the construction site was assumed to control track-out dust. These measures substantially reduce fugitive dust impacts.
- Consumer product usage as applicable to land use.
- Energy efficiency and water conservation measures generally required by codes are implemented.
- The parking was assumed to be unenclosed, outdoor parking.
- It was assumed that building coatings (e.g. primer, paint, window coatings etc.) will be applied over no less than 20 days.
- There is no earthen material being imported or exported from the project site.
- The default equipment from CalEEMod for each construction phase, is representative of actual construction equipment used during construction.
- The independent traffic analysis was performed using Institute of Traffic Engineers (ITE) Code 220 and the results were incorporated into CalEEMod® by modifying the default daily trip rates for Condominiums/Townhouses to match.
- It is assumed that no hearths are included in the townhomes for safety.
- For the SCAQMD's Localized Significance Threshold (LST), operational PM<sub>10</sub> and PM<sub>2.5</sub> emissions from mobile sources are assumed to impact only within one mile of the Project site.

## LIST OF TABLES

The project analyses and results are summarized in the following tables:

- Table 1: Land Use Data for CalEEMod Input – 790 Mesa Court, Upland, CA
- Table 2: SCAQMD CEQA Thresholds of Significance
- Table 3: Construction Emissions Summary and Significance Evaluation
- Table 4: Operational Emissions Summary and Significance Evaluation
- Table 5: Construction Localized Significance Threshold Evaluation
- Table 6: Operational Localized Significance Threshold Evaluation
- Table 7: Greenhouse Gas Emissions Summary and Significance Evaluation

## **AIR QUALITY AND GREENHOUSE GAS IMPACTS ANALYSES**

The Air Quality Section of Appendix G of the California Environmental Quality Act (CEQA) Guidelines (Environmental Checklist Form) contains air quality and GHG significance criteria. Where applicable, quantitative significance criteria established by the local air quality management district (AQMD) or air pollution control district (APCD) may be relied upon to make significance determinations based on mass emissions of criteria pollutants and GHGs, as determined in this report.

### **Project Emissions Estimation**

The construction and operation analysis was performed using CalEEMod® (California Emissions Estimation Model, version 2016.3.2), the official statewide land use computer model designed to provide a uniform platform for estimating potential criteria pollutant and GHG emissions associated with both construction and operations of land use projects under CEQA. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The mobile source emission factors used in the model – published by the California Air Resources Board (CARB) – include the Pavley standards and Low Carbon Fuel standards. The model also identifies project design features, regulatory measures, and mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from the selected measures. CalEEMod was developed by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the SCAQMD, the Bay Area Air Quality Management District (BAAQMD), the San Joaquin Valley Air Pollution Control District (SJVAPCD), and other California air districts. Default land use data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) were provided by the various California air districts to account for local requirements and conditions. As the official assessment methodology for land use projects in California, CalEEMod is relied upon herein for construction and operational emissions quantification, which forms the basis for the impact analysis.

Based on information received from the Applicant, and information collected on Google Earth® land use data used for CalEEMod input is presented in Table 1. The SCAQMD quantitative significance thresholds shown in Table 2 were used to evaluate project emissions impacts (SCAQMD 2019).

790 Mesa Court, Upland, CA

May 29, 2019

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<b>Table 1: Land Use Data for CalEEMod Input - 790 Mesa Court, Upland, CA</b>							
<b>Project Element</b>	<b>Land Use Type</b>	<b>Land Use Subtype</b>	<b>Unit Amount</b>	<b>Size Metric</b>	<b>Lot Acreage (footprint)</b>	<b>Square Feet (est.)</b>	<b>Est. Pop.</b>
Townhomes	Residential	Condo/Townhouse	60.00	1,000 sq. ft.	0.910	60,000	172
Parking Lot	Parking	Parking Lot	15.30	1,000 sq. ft.	0.351	15,300	0
Driveways, Asphalt Paving	Parking	Other Asphalt Surfaces	13.40	1,000 sq. ft.	0.308	13,400	0
Landscaping	Parking	Other Non-Asphalt Surfaces	49.27	1,000 sq. ft.	1.131	49,272	0
<b>Project Site</b>					<b>2.700</b>	<b>137,972</b>	172

Source: Applicant 2019, CalEEMod version 2016.3.2

Notes:

Southern California Edison

Climate Zone 10

SRA -Upland-32

1 acre = 43,560 sf

<b>Table 2: SCAQMD CEQA Thresholds of Significance</b>		
<b>Pollutant</b>	<b>Project Construction</b>	<b>Project Operation</b>
	<b>lbs/day</b>	<b>lbs/day</b>
ROG (VOC)	75	55
NO <sub>x</sub>	100	55
CO	550	550
SO <sub>x</sub>	150	150
PM <sub>10</sub>	150	150
PM <sub>2.5</sub>	55	55
24-hour PM <sub>2.5</sub> Increment	10.4 µg/m <sup>3</sup>	2.5 µg/m <sup>3</sup>
24-hour PM <sub>10</sub> Increment	10.4 µg/m <sup>3</sup>	2.5 µg/m <sup>3</sup>
Annual PM <sub>10</sub> Increment	1.0 µg/m <sup>3</sup> annual average	
1-hour NO <sub>2</sub> Increment	0.18 ppm (state)	
Annual NO <sub>2</sub> Increment	0.03 ppm (state) & 0.0534 ppm (federal)	
1-hour SO <sub>2</sub> Increment	0.25 ppm (state) & 0.075 ppm (federal – 99th percentile)	
24-hour SO <sub>2</sub> Increment	0.04 ppm (state)	
24-hour Sulfate Increment	25 ug/m <sup>3</sup> (state)	
1-hour CO Increment	20 ppm (state) & 35 ppm (federal)	
8-hour CO Increment	9.0 ppm (state/federal)	
Toxic Air Contaminants (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥10 in 1 million	
	Cancer Burden >0.5 excess cancer cases (in areas ≥1 in 1 million)	
	Chronic & Acute Hazard Index ≥1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to Rule 402	
Greenhouse Gases	10,000 MT/yr CO <sub>2</sub> e for industrial facilities	
	3,000 MT/yr CO <sub>2</sub> e for land use projects (draft proposal)	

Source: SCAQMD 2019, 2008b

### ***Criteria Pollutants from Project Construction***

A project's construction phase produces many types of emissions, but PM<sub>10</sub> (including PM<sub>2.5</sub>) in fugitive dust and diesel engine exhaust are the pollutants of greatest concern. Fugitive dust emissions can result from a variety of construction activities, including excavation, grading, demolition, vehicle travel on paved and unpaved surfaces, and vehicle exhaust. Construction-related emissions can cause substantial increases in localized concentrations of PM<sub>10</sub>, as well as affecting PM<sub>10</sub> compliance with ambient air quality standards on a regional basis. Particulate emissions from construction activities can lead to adverse health effects as well as nuisance concerns such as reduced visibility and soiling of exposed surfaces. The use of diesel-powered construction equipment emits ozone precursors oxides of nitrogen (NO<sub>x</sub>) and reactive organic gases (ROG), and diesel particulate matter (DPM), the latter being a composite of toxic air contaminants (TACs) containing a variety of hazardous substances. Large construction projects

using multiple large earthmoving equipment are evaluated to determine if operations may exceed the District's daily threshold for NO<sub>x</sub> emissions and could temporarily expose area residents to hazardous levels of DPM. Use of architectural coatings and other materials associated with finishing buildings may also emit ROG and TACs. CEQA significance thresholds address the impacts of construction activity emissions on local and regional air quality. Thresholds are also provided for other potential impacts related to project construction, such as odors and TACs.

The SCAQMD's approach to CEQA analyses of fugitive dust impacts is to require implementation of effective and comprehensive dust control measures rather than to require detailed quantification of emissions. PM<sub>10</sub> emitted during construction can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions, and other factors, making quantification difficult. Despite this variability in emissions, experience has shown that there are several feasible control measures that can be reasonably implemented to significantly reduce fugitive dust emissions from construction. For larger projects, the SCAQMD has determined that compliance with an approved fugitive dust control plan comprising Best Management Practices (BMPs), primarily through frequent water application, constitutes sufficient mitigation to reduce PM<sub>10</sub> impacts to a level considered less than significant.

#### ***Criteria Pollutants from Project Operation***

The term "project operations" refers to the full range of activities that can or may generate criteria pollutant, GHG, and TAC emissions when the project is functioning in its intended use. For projects, such as office parks, shopping centers, apartment buildings, residential subdivisions, and other indirect sources, motor vehicles traveling to and from the project represents the primary source of air pollutant emissions. For industrial projects and some commercial projects, equipment operation and manufacturing processes, i.e., permitted stationary sources, can be of greatest concern from an emissions standpoint. CEQA significance thresholds address the impacts of operational emission sources on local and regional air quality. Thresholds are also provided for other potential impacts related to project operations, such as odors.

#### ***Results of Criteria Emissions Analyses***

Table 3 shows unmitigated and mitigated criteria construction emissions and evaluates mitigated emissions against SCAQMD significance thresholds.

Table 4 shows unmitigated and mitigated criteria operational emissions and evaluates mitigated emissions against SCAQMD significance thresholds.

As shown in Tables 3 and 4, mass emissions of criteria pollutants from construction and operation are below applicable SCAQMD significance thresholds, i.e., Less Than Significant (LTS).

PROJECTED IMPACT: Less Than Significant

ADDITIONAL MITIGATION: None required

<b>Table 3: Construction Emissions Summary and Significance Evaluation</b>				
<b>Criteria Pollutants</b>	<b>Unmitigated</b>	<b>Mitigated</b>	<b>Threshold</b>	<b>Significance</b>
	<b>lbs/day</b>	<b>lbs/day</b>	<b>lbs/day</b>	
ROG (VOC)	20.1	20.1	75	LTS
NO <sub>x</sub>	21.5	21.5	100	LTS
CO	18.5	18.5	550	LTS
SO <sub>x</sub>	0.0	0.0	150	LTS
Total PM <sub>10</sub>	7.4	3.5	150	LTS
Total PM <sub>2.5</sub>	4.3	2.2	55	LTS

Sources: SCAQMD 2019, CalEEMod version 2016.3.2

Notes:

lbs/day are winter or summer maxima for planned land use

Total PM<sub>10</sub> / PM<sub>2.5</sub> comprises fugitive dust plus engine exhaust

LTS - Less Than Significant

<b>Table 4: Operational Emissions Summary and Significance Evaluation</b>				
<b>Criteria Pollutants</b>	<b>Unmitigated</b>	<b>Mitigated</b>	<b>Threshold</b>	<b>Significance</b>
	<b>lbs/day</b>	<b>lbs/day</b>	<b>lbs/day</b>	
ROG (VOC)	18.0	2.2	55	LTS
NO <sub>x</sub>	5.4	3.7	55	LTS
CO	45.2	13.0	550	LTS
SO <sub>x</sub>	0.1	0.0	150	LTS
Total PM <sub>10</sub>	7.7	2.4	150	LTS
Total PM <sub>2.5</sub>	5.5	0.7	55	LTS

Sources: SCAQMD 2019, CalEEMod version 2016.3.2

Notes:

lbs/day are winter or summer maxima for planned land use

Total PM<sub>10</sub> / PM<sub>2.5</sub> comprises fugitive dust plus engine exhaust

LTS - Less Than Significant

### ***Localized Significance Threshold Analysis***

The SCAQMD's Localized Significance Threshold (LST) methodology (2008a) was used to analyze the neighborhood scale impacts of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> associated with project-specific mass emissions. Introduced in 2003, the LST methodology was revised in 2008 to include the PM<sub>2.5</sub> significance threshold methodology and update the LST mass rate lookup tables for the new 1-hour NO<sub>2</sub> standard.

For determining localized air quality impacts from small projects in a defined geographic source-receptor area (SRA), the LST methodology provides mass emission rate lookup tables for 1-acre, 2-acre, and 5-acre parcels by SRA. The tabulated LSTs represent the maximum mass emissions from a project that will not cause or contribute to an exceedance of state or national ambient air quality standards (CAAQS or NAAQS) for the above pollutants and were developed based on ambient concentrations of these pollutants for each SRA in the South Coast Air Basin. (SCAQMD 2008a)

A construction LST analysis was performed, and the results are shown in Table 5.

Since land use operational emissions – mainly from associated traffic – are dispersed over a wide area, localized impacts from project operation are generally lower than during project construction. However, an Operational LST analysis was also performed with the results shown in Table 6.

The proposed project site is 2.7 acres in source-receptor area Zone 32 – Upland, thus the 2-acre screening lookup tables were used to evaluate NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> impacts on nearby receptors. The impact evaluation was performed using the closest, most conservative, distance of 25 meters to the nearest receptor. (SCAQMD 2008a)

### ***Results of Localized Significance Threshold Analysis***

The LST results provided in Tables 5 and 6 show that on-site emissions from construction and operations would meet the LST passing criteria at the nearest receptors (25 meters). Thus, impacts would be less than significant.

PROJECTED IMPACT: Less Than Significant

ADDITIONAL MITIGATION: None required

<b>Table 5: Construction Localized Significance Threshold Evaluation</b>				
<b>Criteria Pollutants</b>	<b>Mitigated</b>	<b>Threshold</b>	<b>Percent of Threshold</b>	<b>Result</b>
	<b>lbs/day</b>	<b>lbs/day</b>		
NO <sub>x</sub>	21.5	170	13%	Pass
CO	18.5	1,232	2%	Pass
PM <sub>10</sub>	3.5	6	59%	Pass
PM <sub>2.5</sub>	2.2	5	45%	Pass

Sources: SCAQMD 2008a, CalEEMod version 2016.3.2

Notes:

Source-receptor area -Upland- Zone 32

2-acre area, 25 meters to receptor

<b>Table 6: Operations Localized Significance Threshold Evaluation</b>				
<b>Criteria Pollutants</b>	<b>Mitigated</b>	<b>Threshold</b>	<b>Percent of Threshold</b>	<b>Result</b>
	<b>lbs/day</b>	<b>lbs/day</b>		
NO <sub>x</sub>	3.7	170	2%	Pass
CO	13.0	1,232	1%	Pass
PM <sub>10</sub>	0.3	2	14%	Pass
PM <sub>2.5</sub>	0.1	2	6%	Pass

Sources: SCAQMD 2008a, CalEEMod version 2016.3.2

Notes:

Source-receptor area -Upland- Zone 32

2-acre area, 25 meters to receptor

Mobile source PM<sub>10</sub> and PM<sub>2.5</sub> calculated within 1 mile of project for LST

***Greenhouse Gas Emissions from Construction and Operation***

Greenhouse gases – primarily carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous (N<sub>2</sub>O) oxide, collectively reported as carbon dioxide equivalents (CO<sub>2</sub>e) – are directly emitted from stationary source combustion of natural gas in equipment such as water heaters, boilers, process heaters, and furnaces. GHGs are also emitted from mobile sources such as onroad vehicles and offroad construction equipment burning fuels such as gasoline, diesel, biodiesel, propane, or natural gas (compressed or liquefied). Indirect GHG emissions result from electric power generated elsewhere (i.e., power plants) used to operate process equipment, lighting, and utilities at a facility. Also, included in GHG quantification is electric power used to pump the water supply (e.g., aqueducts, wells, pipelines) and disposal and decomposition of municipal waste in landfills. (CARB 2008)

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2016 standards improved upon the 2013 standards for new construction of, and additions and alterations to, residential, commercial, and industrial buildings. The 2016 standards went into effect on January 1, 2017 (CEC 2017).

Since the Title 24 standards require energy conservation features in new construction (e.g., high-efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems,

thermal insulation, double-glazed windows, water conserving plumbing fixtures, etc.), they indirectly regulate and reduce GHG emissions.

Using CalEEMod, direct onsite and offsite GHG emissions were estimated for construction and operation, and indirect offsite GHG emissions were estimated to account for electric power used by the proposed project, water conveyance, and solid waste disposal.

**Results of Greenhouse Gas Emissions Analyses**

The SCAQMD officially adopted an industrial facility mass emissions threshold of 10,000 metric tons (MT) CO<sub>2</sub>e per year (SCAQMD 2019) and has proposed a residential/commercial mass emissions threshold of 3,000 metric tons (MT) CO<sub>2</sub>e per year. (SCAQMD 2008b)

Table 7 shows unmitigated and mitigated GHG emissions and evaluates mitigated emissions against SCAQMD significance thresholds. Operational mitigation measures incorporate typical code-required energy and water conservation features. Off-site traffic impacts are included in these emissions estimates, along with construction emissions amortized over 30 years.

As shown in Table 7, mitigated GHG emissions are below the proposed GHG significance threshold for industrial projects, i.e., Less Than Significant (LTS).

**PROJECTED IMPACT:** Less Than Significant

**ADDITIONAL MITIGATION:** None required

<b>Table 7: Greenhouse Gas Emissions Summary and Significance Evaluation</b>				
<b>Greenhouse Gases</b>	<b>Unmitigated</b>	<b>Mitigated</b>	<b>Threshold</b>	<b>Significance</b>
	<b>MT/yr</b>	<b>MT/yr</b>	<b>MT/yr</b>	
CO <sub>2</sub>	812	681	—	—
CH <sub>4</sub>	0.51	0.49	—	—
N <sub>2</sub> O	0.01	0.01	—	—
CO <sub>2</sub> e	827	695	3,000	LTS

Sources: SCAQMD 2008b, CalEEMod version 2016.3.2

Notes:

Comprises annual operational emissions plus construction emissions amortized over 30 years

LTS - Less Than Significant

LTSM - Less Than Significant with Mitigation Incorporated

PS - Potentially Significant

790 Mesa Court, Upland, CA

May 29, 2019

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## CLOSING

Thank you very much for the opportunity to be of assistance to Designer Projects. Should you have any questions, please contact me at (805) 293-7867 or Cyril Jose at (949) 201-3806.

Sincerely,



Bradford Boyes, BSEnvE, MBA, QEP | Ventura Office

Senior Engineer

Yorke Engineering, LLC

[BBoyes@YorkeEngr.com](mailto:BBoyes@YorkeEngr.com)

cc: Brian Yorke, Yorke Engineering, LLC

Enclosures/Attachments:

1. CalEEMod Outputs

## AIR QUALITY AND GHG REFERENCES

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**ATTACHMENT 1 – CALEEMOD OUTPUTS**

Power Designs and Dev 790 Mesa Ct. - South Coast AQMD Air District, Winter

**Power Designs and Dev 790 Mesa Ct.  
South Coast AQMD Air District, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	13.40	1000sqft	0.31	13,400.00	0
Other Non-Asphalt Surfaces	49.27	1000sqft	1.13	49,270.00	0
Parking Lot	15.30	1000sqft	0.35	15,300.00	0
Condo/Townhouse	60.00	Dwelling Unit	0.91	60,000.00	172

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10	<b>Operational Year</b>	2022		
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Lot footprint acreage provided by client.

Construction Phase - Paving and architectural coating will need longer timelines

Demolition -

Grading - Lot area of 2.7 acres

Vehicle Trips - per applicant

Construction Off-road Equipment Mitigation - 50% reduction from road cleaning

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	50
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	6.00	10.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	3.00	5.00
tblGrading	AcresOfGrading	5.00	2.70
tblGrading	AcresOfGrading	7.50	2.70
tblLandUse	LotAcreage	3.75	0.91
tblVehicleTrips	ST_TR	5.67	6.88
tblVehicleTrips	WD_TR	5.81	6.88

## 2.0 Emissions Summary

### 2.1 Overall Construction (Maximum Daily Emission)

#### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.7283	21.4995	18.2240	0.0379	6.4202	1.1552	7.4112	3.3708	1.0787	4.2825	0.0000	3,608.7394	3,608.7394	0.7699	0.0000	3,621.8154
2021	20.1440	10.6927	12.2835	0.0194	0.1677	0.5838	0.7515	0.0445	0.5383	0.5827	0.0000	1,864.4609	1,864.4609	0.5458	0.0000	1,878.1067
<b>Maximum</b>	<b>20.1440</b>	<b>21.4995</b>	<b>18.2240</b>	<b>0.0379</b>	<b>6.4202</b>	<b>1.1552</b>	<b>7.4112</b>	<b>3.3708</b>	<b>1.0787</b>	<b>4.2825</b>	<b>0.0000</b>	<b>3,608.7394</b>	<b>3,608.7394</b>	<b>0.7699</b>	<b>0.0000</b>	<b>3,621.8154</b>

## EXCERPT: Planning Commission Packet from December 11, 2019

### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.7283	21.4995	18.2240	0.0379	2.5235	1.1552	3.5145	1.3208	1.0787	2.2325	0.0000	3,608.7394	3,608.7394	0.7699	0.0000	3,621.8154
2021	20.1440	10.6927	12.2835	0.0194	0.0948	0.5838	0.6786	0.0266	0.5383	0.5648	0.0000	1,864.4609	1,864.4609	0.5458	0.0000	1,878.1067
<b>Maximum</b>	<b>20.1440</b>	<b>21.4995</b>	<b>18.2240</b>	<b>0.0379</b>	<b>2.5235</b>	<b>1.1552</b>	<b>3.5145</b>	<b>1.3208</b>	<b>1.0787</b>	<b>2.2325</b>	<b>0.0000</b>	<b>3,608.7394</b>	<b>3,608.7394</b>	<b>0.7699</b>	<b>0.0000</b>	<b>3,621.8154</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>60.26</b>	<b>0.00</b>	<b>48.63</b>	<b>60.55</b>	<b>0.00</b>	<b>42.50</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## 2.2 Overall Operational

### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.1970	1.3021	35.4765	0.0781		4.6107	4.6107		4.6107	4.6107	562.0151	1,088.9302	1,650.9453	1.6847	0.0382	1,704.4297
Energy	0.0402	0.3433	0.1461	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2955	438.2955	8.4000e-003	8.0400e-003	440.9001
Mobile	0.6827	3.7500	8.9690	0.0346	2.9994	0.0279	3.0273	0.8025	0.0260	0.8286		3,522.5239	3,522.5239	0.1709		3,526.7966
<b>Total</b>	<b>17.9199</b>	<b>5.3954</b>	<b>44.5915</b>	<b>0.1149</b>	<b>2.9994</b>	<b>4.6664</b>	<b>7.6658</b>	<b>0.8025</b>	<b>4.6645</b>	<b>5.4670</b>	<b>562.0151</b>	<b>5,049.7496</b>	<b>5,611.7647</b>	<b>1.8640</b>	<b>0.0462</b>	<b>5,672.1264</b>

### Mitigated Operational

## EXCERPT: Planning Commission Packet from December 11, 2019

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4748	0.0572	4.9634	2.6000e-004		0.0274	0.0274		0.0274	0.0274	0.0000	8.9302	8.9302	8.6400e-003	0.0000	9.1463
Energy	0.0402	0.3433	0.1461	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2955	438.2955	8.4000e-003	8.0400e-003	440.9001
Mobile	0.6201	3.2941	7.4189	0.0277	2.3624	0.0225	2.3849	0.6321	0.0210	0.6531		2,817.5860	2,817.5860	0.1422		2,821.1407
<b>Total</b>	<b>2.1351</b>	<b>3.6946</b>	<b>12.5283</b>	<b>0.0301</b>	<b>2.3624</b>	<b>0.0777</b>	<b>2.4401</b>	<b>0.6321</b>	<b>0.0762</b>	<b>0.7083</b>	<b>0.0000</b>	<b>3,264.8117</b>	<b>3,264.8117</b>	<b>0.1592</b>	<b>8.0400e-003</b>	<b>3,271.1871</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	88.09	31.52	71.90	73.80	21.24	98.34	68.17	21.24	98.37	87.05	100.00	35.35	41.82	91.46	82.59	42.33

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/6/2020	1/31/2020	5	20	
2	Site Preparation	Site Preparation	2/1/2020	2/7/2020	5	5	
3	Grading	Grading	2/10/2020	2/21/2020	5	10	
4	Building Construction	Building Construction	2/24/2020	12/25/2020	5	220	
5	Paving	Paving	12/28/2020	1/22/2021	5	20	
6	Architectural Coating	Architectural Coating	1/25/2021	2/19/2021	5	20	

**Acres of Grading (Site Preparation Phase): 2.7**

**Acres of Grading (Grading Phase): 2.7**

**Acres of Paving: 1.79**

**Residential Indoor: 121,500; Residential Outdoor: 40,500; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area:**

**EXCERPT: Planning Commission Packet from December 11, 2019**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	37.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	76.00	19.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Water Exposed Area  
Clean Paved Roads

### 3.2 Demolition - 2020

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4012	0.0000	0.4012	0.0608	0.0000	0.0608			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761		2,322.3127	2,322.3127	0.5970		2,337.2363
<b>Total</b>	<b>2.1262</b>	<b>20.9463</b>	<b>14.6573</b>	<b>0.0241</b>	<b>0.4012</b>	<b>1.1525</b>	<b>1.5537</b>	<b>0.0608</b>	<b>1.0761</b>	<b>1.1369</b>		<b>2,322.3127</b>	<b>2,322.3127</b>	<b>0.5970</b>		<b>2,337.2363</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0145	0.5099	0.1078	1.4100e-003	0.0323	1.6500e-003	0.0340	8.8600e-003	1.5800e-003	0.0104		152.2361	152.2361	0.0109		152.5076
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0642	0.0433	0.4785	1.4000e-003	0.1453	1.1000e-003	0.1464	0.0385	1.0200e-003	0.0396		139.1474	139.1474	3.9900e-003		139.2472

Total	0.0786	0.5532	0.5864	2.8100e-003	0.1776	2.7500e-003	0.1864	0.0474	2.6000e-003	0.0500		291.3836	291.3836	0.0149		291.7548
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**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1565	0.0000	0.1565	0.0237	0.0000	0.0237			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761	0.0000	2,322.3127	2,322.3127	0.5970		2,337.2363
<b>Total</b>	<b>2.1262</b>	<b>20.9463</b>	<b>14.6573</b>	<b>0.0241</b>	<b>0.1565</b>	<b>1.1525</b>	<b>1.3090</b>	<b>0.0237</b>	<b>1.0761</b>	<b>1.0998</b>	<b>0.0000</b>	<b>2,322.3127</b>	<b>2,322.3127</b>	<b>0.5970</b>		<b>2,337.2363</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0145	0.5099	0.1078	1.4100e-003	0.0201	1.6500e-003	0.0218	5.8600e-003	1.5800e-003	7.4300e-003		152.2361	152.2361	0.0109		152.5076
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0642	0.0433	0.4785	1.4000e-003	0.0822	1.1000e-003	0.0833	0.0230	1.0200e-003	0.0241		139.1474	139.1474	3.9900e-003		139.2472
<b>Total</b>	<b>0.0786</b>	<b>0.5532</b>	<b>0.5864</b>	<b>2.8100e-003</b>	<b>0.1023</b>	<b>2.7500e-003</b>	<b>0.1050</b>	<b>0.0289</b>	<b>2.6000e-003</b>	<b>0.0315</b>		<b>291.3836</b>	<b>291.3836</b>	<b>0.0149</b>		<b>291.7548</b>

**3.3 Site Preparation - 2020**

**Unmitigated Construction On-Site**

**EXCERPT: Planning Commission Packet from December 11, 2019**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5727	0.0000	0.5727	0.0618	0.0000	0.0618			0.0000			0.0000
Off-Road	1.6521	19.9196	11.2678	0.0245		0.7771	0.7771		0.7149	0.7149		2,372.9062	2,372.9062	0.7675		2,392.0924
<b>Total</b>	<b>1.6521</b>	<b>19.9196</b>	<b>11.2678</b>	<b>0.0245</b>	<b>0.5727</b>	<b>0.7771</b>	<b>1.3497</b>	<b>0.0618</b>	<b>0.7149</b>	<b>0.7767</b>		<b>2,372.9062</b>	<b>2,372.9062</b>	<b>0.7675</b>		<b>2,392.0924</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0395	0.0266	0.2945	8.6000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		85.6292	85.6292	2.4600e-003		85.6906
<b>Total</b>	<b>0.0395</b>	<b>0.0266</b>	<b>0.2945</b>	<b>8.6000e-004</b>	<b>0.0894</b>	<b>6.8000e-004</b>	<b>0.0901</b>	<b>0.0237</b>	<b>6.2000e-004</b>	<b>0.0243</b>		<b>85.6292</b>	<b>85.6292</b>	<b>2.4600e-003</b>		<b>85.6906</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Fugitive Dust					0.2233	0.0000	0.2233	0.0241	0.0000	0.0241			0.0000			0.0000
Off-Road	1.6521	19.9196	11.2678	0.0245		0.7771	0.7771		0.7149	0.7149	0.0000	2,372.9062	2,372.9062	0.7675		2,392.0924
<b>Total</b>	<b>1.6521</b>	<b>19.9196</b>	<b>11.2678</b>	<b>0.0245</b>	<b>0.2233</b>	<b>0.7771</b>	<b>1.0004</b>	<b>0.0241</b>	<b>0.7149</b>	<b>0.7390</b>	<b>0.0000</b>	<b>2,372.9062</b>	<b>2,372.9062</b>	<b>0.7675</b>		<b>2,392.0924</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0395	0.0266	0.2945	8.6000e-004	0.0506	6.8000e-004	0.0512	0.0142	6.2000e-004	0.0148		85.6292	85.6292	2.4600e-003		85.6906
<b>Total</b>	<b>0.0395</b>	<b>0.0266</b>	<b>0.2945</b>	<b>8.6000e-004</b>	<b>0.0506</b>	<b>6.8000e-004</b>	<b>0.0512</b>	<b>0.0142</b>	<b>6.2000e-004</b>	<b>0.0148</b>		<b>85.6292</b>	<b>85.6292</b>	<b>2.4600e-003</b>		<b>85.6906</b>

**3.4 Grading - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3084	0.0000	6.3084	3.3411	0.0000	3.3411			0.0000			0.0000
Off-Road	1.9219	21.3418	9.9355	0.0206		0.9902	0.9902		0.9110	0.9110		1,996.4061	1,996.4061	0.6457		2,012.5480
<b>Total</b>	<b>1.9219</b>	<b>21.3418</b>	<b>9.9355</b>	<b>0.0206</b>	<b>6.3084</b>	<b>0.9902</b>	<b>7.2986</b>	<b>3.3411</b>	<b>0.9110</b>	<b>4.2521</b>		<b>1,996.4061</b>	<b>1,996.4061</b>	<b>0.6457</b>		<b>2,012.5480</b>

## EXCERPT: Planning Commission Packet from December 11, 2019

### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0494	0.0333	0.3681	1.0700e-003	0.1118	8.5000e-004	0.1126	0.0296	7.8000e-004	0.0304		107.0365	107.0365	3.0700e-003		107.1132
<b>Total</b>	<b>0.0494</b>	<b>0.0333</b>	<b>0.3681</b>	<b>1.0700e-003</b>	<b>0.1118</b>	<b>8.5000e-004</b>	<b>0.1126</b>	<b>0.0296</b>	<b>7.8000e-004</b>	<b>0.0304</b>		<b>107.0365</b>	<b>107.0365</b>	<b>3.0700e-003</b>		<b>107.1132</b>

### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4603	0.0000	2.4603	1.3031	0.0000	1.3031			0.0000			0.0000
Off-Road	1.9219	21.3418	9.9355	0.0206		0.9902	0.9902		0.9110	0.9110	0.0000	1,996.4061	1,996.4061	0.6457		2,012.5480
<b>Total</b>	<b>1.9219</b>	<b>21.3418</b>	<b>9.9355</b>	<b>0.0206</b>	<b>2.4603</b>	<b>0.9902</b>	<b>3.4504</b>	<b>1.3031</b>	<b>0.9110</b>	<b>2.2140</b>	<b>0.0000</b>	<b>1,996.4061</b>	<b>1,996.4061</b>	<b>0.6457</b>		<b>2,012.5480</b>

### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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EXCERPT: Planning Commission Packet from December 11, 2019

Category	lb/day										lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0494	0.0333	0.3681	1.0700e-003	0.0632	8.5000e-004	0.0640	0.0177	7.8000e-004	0.0185	107.0365	107.0365	3.0700e-003	107.1132	
<b>Total</b>	<b>0.0494</b>	<b>0.0333</b>	<b>0.3681</b>	<b>1.0700e-003</b>	<b>0.0632</b>	<b>8.5000e-004</b>	<b>0.0640</b>	<b>0.0177</b>	<b>7.8000e-004</b>	<b>0.0185</b>		<b>107.0365</b>	<b>107.0365</b>	<b>3.0700e-003</b>	<b>107.1132</b>

### 3.5 Building Construction - 2020

#### Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089		2,288.8877	2,288.8877	0.4646		2,300.5014
<b>Total</b>	<b>2.2879</b>	<b>17.4336</b>	<b>14.8972</b>	<b>0.0250</b>		<b>0.9482</b>	<b>0.9482</b>		<b>0.9089</b>	<b>0.9089</b>		<b>2,288.8877</b>	<b>2,288.8877</b>	<b>0.4646</b>		<b>2,300.5014</b>

#### Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0654	1.9917	0.5293	4.7500e-003	0.1216	0.0100	0.1316	0.0350	9.5900e-003	0.0446		506.3743	506.3743	0.0352		507.2534
Worker	0.3750	0.2531	2.7975	8.1700e-003	0.8495	6.4400e-003	0.8559	0.2253	5.9400e-003	0.2312		813.4774	813.4774	0.0233		814.0606

Total	0.4404	2.2448	3.3268	0.0129	0.9711	0.0165	0.3876	0.2603	0.0155	0.2738		1,319.8517	1,319.8517	0.0585		1,321.3140
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**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089	0.0000	2,288.8877	2,288.8877	0.4646		2,300.5014
<b>Total</b>	<b>2.2879</b>	<b>17.4336</b>	<b>14.8972</b>	<b>0.0250</b>		<b>0.9482</b>	<b>0.9482</b>		<b>0.9089</b>	<b>0.9089</b>	<b>0.0000</b>	<b>2,288.8877</b>	<b>2,288.8877</b>	<b>0.4646</b>		<b>2,300.5014</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0654	1.9917	0.5293	4.7500e-003	0.0783	0.0100	0.0883	0.0244	9.5900e-003	0.0340		506.3743	506.3743	0.0352		507.2534
Worker	0.3750	0.2531	2.7975	8.1700e-003	0.4802	6.4400e-003	0.4867	0.1347	5.9400e-003	0.1406		813.4774	813.4774	0.0233		814.0606
<b>Total</b>	<b>0.4404</b>	<b>2.2448</b>	<b>3.3268</b>	<b>0.0129</b>	<b>0.5585</b>	<b>0.0165</b>	<b>0.5750</b>	<b>0.1590</b>	<b>0.0155</b>	<b>0.1746</b>		<b>1,319.8517</b>	<b>1,319.8517</b>	<b>0.0585</b>		<b>1,321.3140</b>

**3.6 Paving - 2020**

**Unmitigated Construction On-Site**

**EXCERPT: Planning Commission Packet from December 11, 2019**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1547	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051		1,709.2180	1,709.2180	0.5417		1,722.7605
Paving	0.0865					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.2411</b>	<b>11.5873</b>	<b>11.8076</b>	<b>0.0178</b>		<b>0.6565</b>	<b>0.6565</b>		<b>0.6051</b>	<b>0.6051</b>		<b>1,709.2180</b>	<b>1,709.2180</b>	<b>0.5417</b>		<b>1,722.7605</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5521	1.6100e-003	0.1677	1.2700e-003	0.1689	0.0445	1.1700e-003	0.0456		160.5547	160.5547	4.6000e-003		160.6699
<b>Total</b>	<b>0.0740</b>	<b>0.0500</b>	<b>0.5521</b>	<b>1.6100e-003</b>	<b>0.1677</b>	<b>1.2700e-003</b>	<b>0.1689</b>	<b>0.0445</b>	<b>1.1700e-003</b>	<b>0.0456</b>		<b>160.5547</b>	<b>160.5547</b>	<b>4.6000e-003</b>		<b>160.6699</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

EXCERPT: Planning Commission Packet from December 11, 2019

Off-Road	1.1547	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051	0.0000	1,709.2180	1,709.2180	0.5417		1,722.7605
Paving	0.0865					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.2411</b>	<b>11.5873</b>	<b>11.8076</b>	<b>0.0178</b>		<b>0.6565</b>	<b>0.6565</b>		<b>0.6051</b>	<b>0.6051</b>	<b>0.0000</b>	<b>1,709.2180</b>	<b>1,709.2180</b>	<b>0.5417</b>		<b>1,722.7605</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0500	0.5521	1.6100e-003	0.0948	1.2700e-003	0.0961	0.0266	1.1700e-003	0.0278		160.5547	160.5547	4.6000e-003		160.6699
<b>Total</b>	<b>0.0740</b>	<b>0.0500</b>	<b>0.5521</b>	<b>1.6100e-003</b>	<b>0.0948</b>	<b>1.2700e-003</b>	<b>0.0961</b>	<b>0.0266</b>	<b>1.1700e-003</b>	<b>0.0278</b>		<b>160.5547</b>	<b>160.5547</b>	<b>4.6000e-003</b>		<b>160.6699</b>

**3.6 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371		1,709.1107	1,709.1107	0.5417		1,722.6524
Paving	0.0865					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.1498</b>	<b>10.6478</b>	<b>11.7756</b>	<b>0.0178</b>		<b>0.5826</b>	<b>0.5826</b>		<b>0.5371</b>	<b>0.5371</b>		<b>1,709.1107</b>	<b>1,709.1107</b>	<b>0.5417</b>		<b>1,722.6524</b>

## EXCERPT: Planning Commission Packet from December 11, 2019

### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0692	0.0450	0.5078	1.5600e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456		155.3502	155.3502	4.1600e-003			155.4543
<b>Total</b>	<b>0.0692</b>	<b>0.0450</b>	<b>0.5078</b>	<b>1.5600e-003</b>	<b>0.1677</b>	<b>1.2300e-003</b>	<b>0.1689</b>	<b>0.0445</b>	<b>1.1400e-003</b>	<b>0.0456</b>		<b>155.3502</b>	<b>155.3502</b>	<b>4.1600e-003</b>			<b>155.4543</b>

### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371	0.0000	1,709.1107	1,709.1107	0.5417			1,722.6524
Paving	0.0865					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
<b>Total</b>	<b>1.1498</b>	<b>10.6478</b>	<b>11.7756</b>	<b>0.0178</b>		<b>0.5826</b>	<b>0.5826</b>		<b>0.5371</b>	<b>0.5371</b>	<b>0.0000</b>	<b>1,709.1107</b>	<b>1,709.1107</b>	<b>0.5417</b>			<b>1,722.6524</b>

### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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EXCERPT: Planning Commission Packet from December 11, 2019

Category	lb/day										lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0692	0.0450	0.5078	1.5600e-003	0.0948	1.2300e-003	0.0960	0.0266	1.1400e-003	0.0277	155.3502	155.3502	4.1600e-003	155.4543	
<b>Total</b>	<b>0.0692</b>	<b>0.0450</b>	<b>0.5078</b>	<b>1.5600e-003</b>	<b>0.0948</b>	<b>1.2300e-003</b>	<b>0.0960</b>	<b>0.0266</b>	<b>1.1400e-003</b>	<b>0.0277</b>		<b>155.3502</b>	<b>155.3502</b>	<b>4.1600e-003</b>	<b>155.4543</b>

**3.7 Architectural Coating - 2021**

**Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	19.8559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>20.0748</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

**Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0692	0.0450	0.5078	1.5600e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456	155.3502	155.3502	4.1600e-003	155.4543		

Total	0.0692	0.0450	0.5078	1.5600e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0436		155.3502	155.3502	4.1600e-003		155.4543
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**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	19.8559						0.0000	0.0000		0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003			0.0941	0.0941		0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>20.0748</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>			<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0692	0.0450	0.5078	1.5600e-003	0.0948	1.2300e-003	0.0960	0.0266	1.1400e-003	0.0277		155.3502	155.3502	4.1600e-003		155.4543
<b>Total</b>	<b>0.0692</b>	<b>0.0450</b>	<b>0.5078</b>	<b>1.5600e-003</b>	<b>0.0948</b>	<b>1.2300e-003</b>	<b>0.0960</b>	<b>0.0266</b>	<b>1.1400e-003</b>	<b>0.0277</b>		<b>155.3502</b>	<b>155.3502</b>	<b>4.1600e-003</b>		<b>155.4543</b>

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

## EXCERPT: Planning Commission Packet from December 11, 2019

### Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6201	3.2941	7.4189	0.0277	2.3624	0.0225	2.3849	0.6321	0.0210	0.6531		2,817.5860	2,817.5860	0.1422		2,821.1407
Unmitigated	0.6827	3.7500	8.9690	0.0346	2.9994	0.0279	3.0273	0.8025	0.0260	0.8286		3,522.5239	3,522.5239	0.1709		3,526.7966

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	412.80	412.80	290.40	1,350,849	1,063,942
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
<b>Total</b>	<b>412.80</b>	<b>412.80</b>	<b>290.40</b>	<b>1,350,849</b>	<b>1,063,942</b>

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

### 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
----------	-----	------	------	-----	------	------	-----	-----	------	------	-----	------	----

Condo/Townhouse	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Non-Asphalt Surfaces	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Parking Lot	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

## 5.0 Energy Detail

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0402	0.3433	0.1461	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2955	438.2955	8.4000e-003	8.0400e-003	440.9001
NaturalGas Unmitigated	0.0402	0.3433	0.1461	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2955	438.2955	8.4000e-003	8.0400e-003	440.9001

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	3725.51	0.0402	0.3433	0.1461	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2955	438.2955	8.4000e-003	8.0400e-003	440.9001

Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Parking Lot	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
<b>Total</b>		<b>0.0402</b>	<b>0.3433</b>	<b>0.1461</b>	<b>2.1900e-003</b>		<b>0.0278</b>	<b>0.0278</b>		<b>0.0278</b>	<b>0.0278</b>		<b>438.2955</b>	<b>438.2955</b>	<b>8.4000e-003</b>	<b>8.0400e-003</b>	<b>440.9001</b>

**Mitigated**

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	lb/day										lb/day						
Condo/Townhouse	3.72551	0.0402	0.3433	0.1461	2.1900e-003		0.0278	0.0278		0.0278	0.0278			438.2955	438.2955	8.4000e-003	8.0400e-003	440.9001
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0402</b>	<b>0.3433</b>	<b>0.1461</b>	<b>2.1900e-003</b>		<b>0.0278</b>	<b>0.0278</b>		<b>0.0278</b>	<b>0.0278</b>			<b>438.2955</b>	<b>438.2955</b>	<b>8.4000e-003</b>	<b>8.0400e-003</b>	<b>440.9001</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- No Hearths Installed

EXCERPT: Planning Commission Packet from December 11, 2019

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.4748	0.0572	4.9634	2.6000e-004		0.0274	0.0274		0.0274	0.0274	0.0000	8.9302	8.9302	8.6400e-003	0.0000	9.1463
Unmitigated	17.1970	1.3021	35.4765	0.0781		4.6107	4.6107		4.6107	4.6107	562.0151	1,088.9302	1,650.9453	1.6847	0.0382	1,704.4297

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1088					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2156					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	15.7222	1.2449	30.5131	0.0778		4.5833	4.5833		4.5833	4.5833	562.0151	1,080.0000	1,642.0151	1.6760	0.0382	1,695.2834
Landscaping	0.1504	0.0572	4.9634	2.6000e-004		0.0274	0.0274		0.0274	0.0274		8.9302	8.9302	8.6400e-003		9.1463
<b>Total</b>	<b>17.1970</b>	<b>1.3021</b>	<b>35.4765</b>	<b>0.0781</b>		<b>4.6107</b>	<b>4.6107</b>		<b>4.6107</b>	<b>4.6107</b>	<b>562.0151</b>	<b>1,088.9302</b>	<b>1,650.9453</b>	<b>1.6847</b>	<b>0.0382</b>	<b>1,704.4297</b>

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NonBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1088					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2156					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1504	0.0572	4.9634	2.6000e-004		0.0274	0.0274		0.0274	0.0274		8.9302	8.9302	8.6400e-003		9.1463
<b>Total</b>	<b>1.4748</b>	<b>0.0572</b>	<b>4.9634</b>	<b>2.6000e-004</b>		<b>0.0274</b>	<b>0.0274</b>		<b>0.0274</b>	<b>0.0274</b>	<b>0.0000</b>	<b>8.9302</b>	<b>8.9302</b>	<b>8.6400e-003</b>	<b>0.0000</b>	<b>9.1463</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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## 10.0 Stationary Equipment

### Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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### Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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### User Defined Equipment

Equipment Type	Number
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**11.0 Vegetation**

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Power Designs and Dev 790 Mesa Ct. - South Coast AQMD Air District, Summer

**Power Designs and Dev 790 Mesa Ct.  
South Coast AQMD Air District, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	13.40	1000sqft	0.31	13,400.00	0
Other Non-Asphalt Surfaces	49.27	1000sqft	1.13	49,270.00	0
Parking Lot	15.30	1000sqft	0.35	15,300.00	0
Condo/Townhouse	60.00	Dwelling Unit	0.91	60,000.00	172

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10	<b>Operational Year</b>		2022	
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Lot footprint acreage provided by client.

Construction Phase - Paving and architectural coating will need longer timelines

Demolition -

Grading - Lot area of 2.7 acres

Vehicle Trips - per applicant

EXCERPT: Planning Commission Packet from December 11, 2019

Construction Off-road Equipment Mitigation - 50% reduction from road cleaning

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	50
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	6.00	10.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	3.00	5.00
tblGrading	AcresOfGrading	5.00	2.70
tblGrading	AcresOfGrading	7.50	2.70
tblLandUse	LotAcreage	3.75	0.91
tblVehicleTrips	ST_TR	5.67	6.88
tblVehicleTrips	WD_TR	5.81	6.88

## 2.0 Emissions Summary

### 2.1 Overall Construction (Maximum Daily Emission)

#### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.6941	21.4893	18.4790	0.0386	6.4202	1.1552	7.4112	3.3708	1.0787	4.2825	0.0000	3,680.0971	3,680.0971	0.7701	0.0000	3,693.1544
2021	20.1381	10.6889	12.3407	0.0195	0.1677	0.5838	0.7515	0.0445	0.5383	0.5827	0.0000	1,875.2212	1,875.2212	0.5461	0.0000	1,888.8746
<b>Maximum</b>	<b>20.1381</b>	<b>21.4893</b>	<b>18.4790</b>	<b>0.0386</b>	<b>6.4202</b>	<b>1.1552</b>	<b>7.4112</b>	<b>3.3708</b>	<b>1.0787</b>	<b>4.2825</b>	<b>0.0000</b>	<b>3,680.0971</b>	<b>3,680.0971</b>	<b>0.7701</b>	<b>0.0000</b>	<b>3,693.1544</b>

## EXCERPT: Planning Commission Packet from December 11, 2019

### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.6941	21.4893	18.4790	0.0386	2.5235	1.1552	3.5145	1.3208	1.0787	2.2325	0.0000	3,680.0971	3,680.0971	0.7701	0.0000	3,693.1544
2021	20.1381	10.6889	12.3407	0.0195	0.0948	0.5838	0.6786	0.0266	0.5383	0.5648	0.0000	1,875.2212	1,875.2212	0.5461	0.0000	1,888.8746
<b>Maximum</b>	<b>20.1381</b>	<b>21.4893</b>	<b>18.4790</b>	<b>0.0386</b>	<b>2.5235</b>	<b>1.1552</b>	<b>3.5145</b>	<b>1.3208</b>	<b>1.0787</b>	<b>2.2325</b>	<b>0.0000</b>	<b>3,680.0971</b>	<b>3,680.0971</b>	<b>0.7701</b>	<b>0.0000</b>	<b>3,693.1544</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>60.26</b>	<b>0.00</b>	<b>48.63</b>	<b>60.55</b>	<b>0.00</b>	<b>42.50</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

## 2.2 Overall Operational

### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.1970	1.3021	35.4765	0.0781		4.6107	4.6107		4.6107	4.6107	562.0151	1,088.9302	1,650.9453	1.6847	0.0382	1,704.4297
Energy	0.0402	0.3433	0.1461	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2955	438.2955	8.4000e-003	8.0400e-003	440.9001
Mobile	0.7186	3.6779	9.6072	0.0365	2.9994	0.0277	3.0272	0.8025	0.0259	0.8284		3,718.7944	3,718.7944	0.1711		3,723.0706
<b>Total</b>	<b>17.9558</b>	<b>5.3233</b>	<b>45.2298</b>	<b>0.1168</b>	<b>2.9994</b>	<b>4.6662</b>	<b>7.6656</b>	<b>0.8025</b>	<b>4.6644</b>	<b>5.4669</b>	<b>562.0151</b>	<b>5,246.0201</b>	<b>5,808.0352</b>	<b>1.8641</b>	<b>0.0462</b>	<b>5,868.4004</b>

### Mitigated Operational

## EXCERPT: Planning Commission Packet from December 11, 2019

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4748	0.0572	4.9634	2.6000e-004		0.0274	0.0274		0.0274	0.0274	0.0000	8.9302	8.9302	8.6400e-003	0.0000	9.1463
Energy	0.0402	0.3433	0.1461	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2955	438.2955	8.4000e-003	8.0400e-003	440.9001
Mobile	0.6540	3.2462	7.8620	0.0292	2.3624	0.0224	2.3847	0.6321	0.0209	0.6529		2,976.8670	2,976.8670	0.1414		2,980.4023
<b>Total</b>	<b>2.1690</b>	<b>3.6468</b>	<b>12.9715</b>	<b>0.0317</b>	<b>2.3624</b>	<b>0.0775</b>	<b>2.4399</b>	<b>0.6321</b>	<b>0.0760</b>	<b>0.7081</b>	<b>0.0000</b>	<b>3,424.0928</b>	<b>3,424.0928</b>	<b>0.1585</b>	<b>8.0400e-003</b>	<b>3,430.4487</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	87.92	31.49	71.32	72.88	21.24	98.34	68.17	21.24	98.37	87.05	100.00	34.73	41.05	91.50	82.59	41.54

### 3.0 Construction Detail

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/6/2020	1/31/2020	5	20	
2	Site Preparation	Site Preparation	2/1/2020	2/7/2020	5	5	
3	Grading	Grading	2/10/2020	2/21/2020	5	10	
4	Building Construction	Building Construction	2/24/2020	12/25/2020	5	220	
5	Paving	Paving	12/28/2020	1/22/2021	5	20	
6	Architectural Coating	Architectural Coating	1/25/2021	2/19/2021	5	20	

**Acres of Grading (Site Preparation Phase): 2.7**

**Acres of Grading (Grading Phase): 2.7**

**Acres of Paving: 1.79**

**Residential Indoor: 121,500; Residential Outdoor: 40,500; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area:**

**EXCERPT: Planning Commission Packet from December 11, 2019**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	37.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	76.00	19.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

Water Exposed Area  
Clean Paved Roads

### 3.2 Demolition - 2020

#### Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4012	0.0000	0.4012	0.0608	0.0000	0.0608			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761		2,322.3127	2,322.3127	0.5970		2,337.2363
<b>Total</b>	<b>2.1262</b>	<b>20.9463</b>	<b>14.6573</b>	<b>0.0241</b>	<b>0.4012</b>	<b>1.1525</b>	<b>1.5537</b>	<b>0.0608</b>	<b>1.0761</b>	<b>1.1369</b>		<b>2,322.3127</b>	<b>2,322.3127</b>	<b>0.5970</b>		<b>2,337.2363</b>

#### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0141	0.5035	0.1002	1.4300e-003	0.0323	1.6200e-003	0.0340	8.8600e-003	1.5500e-003	0.0104		155.0909	155.0909	0.0104		155.3511
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0588	0.0395	0.5315	1.4900e-003	0.1453	1.1000e-003	0.1464	0.0385	1.0200e-003	0.0396		148.7743	148.7743	4.2800e-003		148.8812

Total	0.0729	0.5430	0.6316	2.9200e-003	0.1776	2.7200e-003	0.1864	0.0474	2.5700e-003	0.0500		303.8652	303.8652	0.0147		304.2323
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**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1565	0.0000	0.1565	0.0237	0.0000	0.0237			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761	0.0000	2,322.3127	2,322.3127	0.5970		2,337.2363
<b>Total</b>	<b>2.1262</b>	<b>20.9463</b>	<b>14.6573</b>	<b>0.0241</b>	<b>0.1565</b>	<b>1.1525</b>	<b>1.3090</b>	<b>0.0237</b>	<b>1.0761</b>	<b>1.0998</b>	<b>0.0000</b>	<b>2,322.3127</b>	<b>2,322.3127</b>	<b>0.5970</b>		<b>2,337.2363</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0141	0.5035	0.1002	1.4300e-003	0.0201	1.6200e-003	0.0217	5.8600e-003	1.5500e-003	7.4100e-003		155.0909	155.0909	0.0104		155.3511
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0588	0.0395	0.5315	1.4900e-003	0.0822	1.1000e-003	0.0833	0.0230	1.0200e-003	0.0241		148.7743	148.7743	4.2800e-003		148.8812
<b>Total</b>	<b>0.0729</b>	<b>0.5430</b>	<b>0.6316</b>	<b>2.9200e-003</b>	<b>0.1023</b>	<b>2.7200e-003</b>	<b>0.1050</b>	<b>0.0289</b>	<b>2.5700e-003</b>	<b>0.0315</b>		<b>303.8652</b>	<b>303.8652</b>	<b>0.0147</b>		<b>304.2323</b>

**3.3 Site Preparation - 2020**

**Unmitigated Construction On-Site**

**EXCERPT: Planning Commission Packet from December 11, 2019**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5727	0.0000	0.5727	0.0618	0.0000	0.0618			0.0000			0.0000
Off-Road	1.6521	19.9196	11.2678	0.0245		0.7771	0.7771		0.7149	0.7149		2,372.9062	2,372.9062	0.7675		2,392.0924
<b>Total</b>	<b>1.6521</b>	<b>19.9196</b>	<b>11.2678</b>	<b>0.0245</b>	<b>0.5727</b>	<b>0.7771</b>	<b>1.3497</b>	<b>0.0618</b>	<b>0.7149</b>	<b>0.7767</b>		<b>2,372.9062</b>	<b>2,372.9062</b>	<b>0.7675</b>		<b>2,392.0924</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0362	0.0243	0.3271	9.2000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		91.5534	91.5534	2.6300e-003		91.6192
<b>Total</b>	<b>0.0362</b>	<b>0.0243</b>	<b>0.3271</b>	<b>9.2000e-004</b>	<b>0.0894</b>	<b>6.8000e-004</b>	<b>0.0901</b>	<b>0.0237</b>	<b>6.2000e-004</b>	<b>0.0243</b>		<b>91.5534</b>	<b>91.5534</b>	<b>2.6300e-003</b>		<b>91.6192</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Fugitive Dust					0.2233	0.0000	0.2233	0.0241	0.0000	0.0241			0.0000			0.0000
Off-Road	1.6521	19.9196	11.2678	0.0245		0.7771	0.7771		0.7149	0.7149	0.0000	2,372.9062	2,372.9062	0.7675		2,392.0924
<b>Total</b>	<b>1.6521</b>	<b>19.9196</b>	<b>11.2678</b>	<b>0.0245</b>	<b>0.2233</b>	<b>0.7771</b>	<b>1.0004</b>	<b>0.0241</b>	<b>0.7149</b>	<b>0.7390</b>	<b>0.0000</b>	<b>2,372.9062</b>	<b>2,372.9062</b>	<b>0.7675</b>		<b>2,392.0924</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0362	0.0243	0.3271	9.2000e-004	0.0506	6.8000e-004	0.0512	0.0142	6.2000e-004	0.0148		91.5534	91.5534	2.6300e-003		91.6192
<b>Total</b>	<b>0.0362</b>	<b>0.0243</b>	<b>0.3271</b>	<b>9.2000e-004</b>	<b>0.0506</b>	<b>6.8000e-004</b>	<b>0.0512</b>	<b>0.0142</b>	<b>6.2000e-004</b>	<b>0.0148</b>		<b>91.5534</b>	<b>91.5534</b>	<b>2.6300e-003</b>		<b>91.6192</b>

**3.4 Grading - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3084	0.0000	6.3084	3.3411	0.0000	3.3411			0.0000			0.0000
Off-Road	1.9219	21.3418	9.9355	0.0206		0.9902	0.9902		0.9110	0.9110		1,996.4061	1,996.4061	0.6457		2,012.5480
<b>Total</b>	<b>1.9219</b>	<b>21.3418</b>	<b>9.9355</b>	<b>0.0206</b>	<b>6.3084</b>	<b>0.9902</b>	<b>7.2986</b>	<b>3.3411</b>	<b>0.9110</b>	<b>4.2521</b>		<b>1,996.4061</b>	<b>1,996.4061</b>	<b>0.6457</b>		<b>2,012.5480</b>

## EXCERPT: Planning Commission Packet from December 11, 2019

### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0452	0.0304	0.4088	1.1500e-003	0.1118	8.5000e-004	0.1126	0.0296	7.8000e-004	0.0304		114.4418	114.4418	3.2900e-003		114.5240
<b>Total</b>	<b>0.0452</b>	<b>0.0304</b>	<b>0.4088</b>	<b>1.1500e-003</b>	<b>0.1118</b>	<b>8.5000e-004</b>	<b>0.1126</b>	<b>0.0296</b>	<b>7.8000e-004</b>	<b>0.0304</b>		<b>114.4418</b>	<b>114.4418</b>	<b>3.2900e-003</b>		<b>114.5240</b>

### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4603	0.0000	2.4603	1.3031	0.0000	1.3031			0.0000			0.0000
Off-Road	1.9219	21.3418	9.9355	0.0206		0.9902	0.9902		0.9110	0.9110	0.0000	1,996.4061	1,996.4061	0.6457		2,012.5480
<b>Total</b>	<b>1.9219</b>	<b>21.3418</b>	<b>9.9355</b>	<b>0.0206</b>	<b>2.4603</b>	<b>0.9902</b>	<b>3.4504</b>	<b>1.3031</b>	<b>0.9110</b>	<b>2.2140</b>	<b>0.0000</b>	<b>1,996.4061</b>	<b>1,996.4061</b>	<b>0.6457</b>		<b>2,012.5480</b>

### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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EXCERPT: Planning Commission Packet from December 11, 2019

Category	lb/day										lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0452	0.0304	0.4088	1.1500e-003	0.0632	8.5000e-004	0.0640	0.0177	7.8000e-004	0.0185		114.4418	114.4418	3.2900e-003	114.5240
<b>Total</b>	<b>0.0452</b>	<b>0.0304</b>	<b>0.4088</b>	<b>1.1500e-003</b>	<b>0.0632</b>	<b>8.5000e-004</b>	<b>0.0640</b>	<b>0.0177</b>	<b>7.8000e-004</b>	<b>0.0185</b>		<b>114.4418</b>	<b>114.4418</b>	<b>3.2900e-003</b>	<b>114.5240</b>

### 3.5 Building Construction - 2020

#### Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089		2,288.8877	2,288.8877	0.4646		2,300.5014
<b>Total</b>	<b>2.2879</b>	<b>17.4336</b>	<b>14.8972</b>	<b>0.0250</b>		<b>0.9482</b>	<b>0.9482</b>		<b>0.9089</b>	<b>0.9089</b>		<b>2,288.8877</b>	<b>2,288.8877</b>	<b>0.4646</b>		<b>2,300.5014</b>

#### Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0624	1.9938	0.4748	4.8900e-003	0.1216	9.8800e-003	0.1315	0.0350	9.4500e-003	0.0445		521.4521	521.4521	0.0327		522.2706
Worker	0.3439	0.2311	3.1070	8.7300e-003	0.8495	6.4400e-003	0.8559	0.2253	5.9400e-003	0.2312		869.7573	869.7573	0.0250		870.3824

Total	0.4063	2.2249	3.5818	0.0136	0.9711	0.0163	0.5748	0.2603	0.0154	0.2737		1,391.2093	1,391.2093	0.0578		1,392.6530
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**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2879	17.4336	14.8972	0.0250		0.9482	0.9482		0.9089	0.9089	0.0000	2,288.8877	2,288.8877	0.4646		2,300.5014
<b>Total</b>	<b>2.2879</b>	<b>17.4336</b>	<b>14.8972</b>	<b>0.0250</b>		<b>0.9482</b>	<b>0.9482</b>		<b>0.9089</b>	<b>0.9089</b>	<b>0.0000</b>	<b>2,288.8877</b>	<b>2,288.8877</b>	<b>0.4646</b>		<b>2,300.5014</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0624	1.9938	0.4748	4.8900e-003	0.0783	9.8800e-003	0.0882	0.0244	9.4500e-003	0.0338		521.4521	521.4521	0.0327		522.2706
Worker	0.3439	0.2311	3.1070	8.7300e-003	0.4802	6.4400e-003	0.4867	0.1347	5.9400e-003	0.1406		869.7573	869.7573	0.0250		870.3824
<b>Total</b>	<b>0.4063</b>	<b>2.2249</b>	<b>3.5818</b>	<b>0.0136</b>	<b>0.5585</b>	<b>0.0163</b>	<b>0.5748</b>	<b>0.1590</b>	<b>0.0154</b>	<b>0.1744</b>		<b>1,391.2093</b>	<b>1,391.2093</b>	<b>0.0578</b>		<b>1,392.6530</b>

**3.6 Paving - 2020**

**Unmitigated Construction On-Site**

## EXCERPT: Planning Commission Packet from December 11, 2019

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	1.1547	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051		1,709.2180	1,709.2180	0.5417			1,722.7605
Paving	0.0865					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
<b>Total</b>	<b>1.2411</b>	<b>11.5873</b>	<b>11.8076</b>	<b>0.0178</b>		<b>0.6565</b>	<b>0.6565</b>		<b>0.6051</b>	<b>0.6051</b>		<b>1,709.2180</b>	<b>1,709.2180</b>	<b>0.5417</b>			<b>1,722.7605</b>

### Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.0679	0.0456	0.6132	1.7200e-003	0.1677	1.2700e-003	0.1689	0.0445	1.1700e-003	0.0456		171.6626	171.6626	4.9400e-003			171.7860
<b>Total</b>	<b>0.0679</b>	<b>0.0456</b>	<b>0.6132</b>	<b>1.7200e-003</b>	<b>0.1677</b>	<b>1.2700e-003</b>	<b>0.1689</b>	<b>0.0445</b>	<b>1.1700e-003</b>	<b>0.0456</b>		<b>171.6626</b>	<b>171.6626</b>	<b>4.9400e-003</b>			<b>171.7860</b>

### Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

EXCERPT: Planning Commission Packet from December 11, 2019

Off-Road	1.1547	11.5873	11.8076	0.0178		0.6565	0.6565		0.6051	0.6051	0.0000	1,709.2180	1,709.2180	0.5417		1,722.7605
Paving	0.0865					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.2411</b>	<b>11.5873</b>	<b>11.8076</b>	<b>0.0178</b>		<b>0.6565</b>	<b>0.6565</b>		<b>0.6051</b>	<b>0.6051</b>	<b>0.0000</b>	<b>1,709.2180</b>	<b>1,709.2180</b>	<b>0.5417</b>		<b>1,722.7605</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0679	0.0456	0.6132	1.7200e-003	0.0948	1.2700e-003	0.0961	0.0266	1.1700e-003	0.0278		171.6626	171.6626	4.9400e-003		171.7860
<b>Total</b>	<b>0.0679</b>	<b>0.0456</b>	<b>0.6132</b>	<b>1.7200e-003</b>	<b>0.0948</b>	<b>1.2700e-003</b>	<b>0.0961</b>	<b>0.0266</b>	<b>1.1700e-003</b>	<b>0.0278</b>		<b>171.6626</b>	<b>171.6626</b>	<b>4.9400e-003</b>		<b>171.7860</b>

**3.6 Paving - 2021**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0633	10.6478	11.7756	0.0178		0.5826	0.5826		0.5371	0.5371		1,709.1107	1,709.1107	0.5417		1,722.6524
Paving	0.0865					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.1498</b>	<b>10.6478</b>	<b>11.7756</b>	<b>0.0178</b>		<b>0.5826</b>	<b>0.5826</b>		<b>0.5371</b>	<b>0.5371</b>		<b>1,709.1107</b>	<b>1,709.1107</b>	<b>0.5417</b>		<b>1,722.6524</b>



EXCERPT: Planning Commission Packet from December 11, 2019

Category	lb/day										lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0633	0.0411	0.5651	1.6700e-003	0.0948	1.2300e-003	0.0960	0.0266	1.1400e-003	0.0277	166.1105	166.1105	4.4700e-003	166.2222	
<b>Total</b>	<b>0.0633</b>	<b>0.0411</b>	<b>0.5651</b>	<b>1.6700e-003</b>	<b>0.0948</b>	<b>1.2300e-003</b>	<b>0.0960</b>	<b>0.0266</b>	<b>1.1400e-003</b>	<b>0.0277</b>		<b>166.1105</b>	<b>166.1105</b>	<b>4.4700e-003</b>	<b>166.2222</b>

### 3.7 Architectural Coating - 2021

#### Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	19.8559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>20.0748</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

#### Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0411	0.5651	1.6700e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456	166.1105	166.1105	4.4700e-003	166.2222		

Total	0.0633	0.0411	0.5651	1.6700e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0436		166.1105	166.1105	4.4700e-003		166.2222
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**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	19.8559						0.0000	0.0000		0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003			0.0941	0.0941		0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>20.0748</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>			<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0633	0.0411	0.5651	1.6700e-003	0.0948	1.2300e-003	0.0960	0.0266	1.1400e-003	0.0277		166.1105	166.1105	4.4700e-003		166.2222
<b>Total</b>	<b>0.0633</b>	<b>0.0411</b>	<b>0.5651</b>	<b>1.6700e-003</b>	<b>0.0948</b>	<b>1.2300e-003</b>	<b>0.0960</b>	<b>0.0266</b>	<b>1.1400e-003</b>	<b>0.0277</b>		<b>166.1105</b>	<b>166.1105</b>	<b>4.4700e-003</b>		<b>166.2222</b>

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

## EXCERPT: Planning Commission Packet from December 11, 2019

### Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6540	3.2462	7.8620	0.0292	2.3624	0.0224	2.3847	0.6321	0.0209	0.6529		2,976.8670	2,976.8670	0.1414		2,980.4023
Unmitigated	0.7186	3.6779	9.6072	0.0365	2.9994	0.0277	3.0272	0.8025	0.0259	0.8284		3,718.7944	3,718.7944	0.1711		3,723.0706

### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	412.80	412.80	290.40	1,350,849	1,063,942
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
<b>Total</b>	<b>412.80</b>	<b>412.80</b>	<b>290.40</b>	<b>1,350,849</b>	<b>1,063,942</b>

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

### 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
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Condo/Townhouse	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Non-Asphalt Surfaces	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Parking Lot	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

## 5.0 Energy Detail

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0402	0.3433	0.1461	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2955	438.2955	8.4000e-003	8.0400e-003	440.9001
NaturalGas Unmitigated	0.0402	0.3433	0.1461	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2955	438.2955	8.4000e-003	8.0400e-003	440.9001

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse	3725.51	0.0402	0.3433	0.1461	2.1900e-003		0.0278	0.0278		0.0278	0.0278		438.2955	438.2955	8.4000e-003	8.0400e-003	440.9001

Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Parking Lot	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
<b>Total</b>		<b>0.0402</b>	<b>0.3433</b>	<b>0.1461</b>	<b>2.1900e-003</b>		<b>0.0278</b>	<b>0.0278</b>		<b>0.0278</b>	<b>0.0278</b>		<b>438.2955</b>	<b>438.2955</b>	<b>8.4000e-003</b>	<b>8.0400e-003</b>	<b>440.9001</b>

**Mitigated**

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	lb/day										lb/day						
Condo/Townhouse	3.72551	0.0402	0.3433	0.1461	2.1900e-003		0.0278	0.0278		0.0278	0.0278			438.2955	438.2955	8.4000e-003	8.0400e-003	440.9001
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0402</b>	<b>0.3433</b>	<b>0.1461</b>	<b>2.1900e-003</b>		<b>0.0278</b>	<b>0.0278</b>		<b>0.0278</b>	<b>0.0278</b>			<b>438.2955</b>	<b>438.2955</b>	<b>8.4000e-003</b>	<b>8.0400e-003</b>	<b>440.9001</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- No Hearths Installed

EXCERPT: Planning Commission Packet from December 11, 2019

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.4748	0.0572	4.9634	2.6000e-004		0.0274	0.0274		0.0274	0.0274	0.0000	8.9302	8.9302	8.6400e-003	0.0000	9.1463
Unmitigated	17.1970	1.3021	35.4765	0.0781		4.6107	4.6107		4.6107	4.6107	562.0151	1,088.9302	1,650.9453	1.6847	0.0382	1,704.4297

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1088					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2156					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	15.7222	1.2449	30.5131	0.0778		4.5833	4.5833		4.5833	4.5833	562.0151	1,080.0000	1,642.0151	1.6760	0.0382	1,695.2834
Landscaping	0.1504	0.0572	4.9634	2.6000e-004		0.0274	0.0274		0.0274	0.0274		8.9302	8.9302	8.6400e-003		9.1463
<b>Total</b>	<b>17.1970</b>	<b>1.3021</b>	<b>35.4765</b>	<b>0.0781</b>		<b>4.6107</b>	<b>4.6107</b>		<b>4.6107</b>	<b>4.6107</b>	<b>562.0151</b>	<b>1,088.9302</b>	<b>1,650.9453</b>	<b>1.6847</b>	<b>0.0382</b>	<b>1,704.4297</b>

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NonBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1088					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2156					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1504	0.0572	4.9634	2.6000e-004		0.0274	0.0274		0.0274	0.0274		8.9302	8.9302	8.6400e-003		9.1463
<b>Total</b>	<b>1.4748</b>	<b>0.0572</b>	<b>4.9634</b>	<b>2.6000e-004</b>		<b>0.0274</b>	<b>0.0274</b>		<b>0.0274</b>	<b>0.0274</b>	<b>0.0000</b>	<b>8.9302</b>	<b>8.9302</b>	<b>8.6400e-003</b>	<b>0.0000</b>	<b>9.1463</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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## 10.0 Stationary Equipment

### Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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### Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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### User Defined Equipment

Equipment Type	Number
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**11.0 Vegetation**

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Power Designs and Dev 790 Mesa Ct. - South Coast AQMD Air District, Annual

**Power Designs and Dev 790 Mesa Ct.  
South Coast AQMD Air District, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	13.40	1000sqft	0.31	13,400.00	0
Other Non-Asphalt Surfaces	49.27	1000sqft	1.13	49,270.00	0
Parking Lot	15.30	1000sqft	0.35	15,300.00	0
Condo/Townhouse	60.00	Dwelling Unit	0.91	60,000.00	172

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2022
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Lot footprint acreage provided by client.

Construction Phase - Paving and architectural coating will need longer timelines

Demolition -

Grading - Lot area of 2.7 acres

Vehicle Trips - per applicant

EXCERPT: Planning Commission Packet from December 11, 2019

Construction Off-road Equipment Mitigation - 50% reduction from road cleaning

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	50
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	6.00	10.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	3.00	5.00
tblGrading	AcresOfGrading	5.00	2.70
tblGrading	AcresOfGrading	7.50	2.70
tblLandUse	LotAcreage	3.75	0.91
tblVehicleTrips	ST_TR	5.67	6.88
tblVehicleTrips	WD_TR	5.81	6.88

## 2.0 Emissions Summary

### 2.1 Overall Construction

#### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.3346	2.5645	2.2683	4.6800e-003	0.1447	0.1259	0.2706	0.0464	0.1200	0.1664	0.0000	404.6554	404.6554	0.0633	0.0000	406.2387
2021	0.2111	0.1013	0.1218	2.0000e-004	2.9600e-003	5.6200e-003	8.5900e-003	7.9000e-004	5.2600e-003	6.0500e-003	0.0000	17.5374	17.5374	4.1800e-003	0.0000	17.6418
<b>Maximum</b>	<b>0.3346</b>	<b>2.5645</b>	<b>2.2683</b>	<b>4.6800e-003</b>	<b>0.1447</b>	<b>0.1259</b>	<b>0.2706</b>	<b>0.0464</b>	<b>0.1200</b>	<b>0.1664</b>	<b>0.0000</b>	<b>404.6554</b>	<b>404.6554</b>	<b>0.0633</b>	<b>0.0000</b>	<b>406.2387</b>

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**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.3346	2.5645	2.2683	4.6800e-003	0.0765	0.1259	0.2024	0.0245	0.1200	0.1446	0.0000	404.6551	404.6551	0.0633	0.0000	406.2383
2021	0.2111	0.1013	0.1218	2.0000e-004	1.6800e-003	5.6200e-003	7.3000e-003	4.7000e-004	5.2600e-003	5.7300e-003	0.0000	17.5374	17.5374	4.1800e-003	0.0000	17.6417
<b>Maximum</b>	<b>0.3346</b>	<b>2.5645</b>	<b>2.2683</b>	<b>4.6800e-003</b>	<b>0.0765</b>	<b>0.1259</b>	<b>0.2024</b>	<b>0.0245</b>	<b>0.1200</b>	<b>0.1446</b>	<b>0.0000</b>	<b>404.6551</b>	<b>404.6551</b>	<b>0.0633</b>	<b>0.0000</b>	<b>406.2383</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>47.05</b>	<b>0.00</b>	<b>24.89</b>	<b>47.01</b>	<b>0.00</b>	<b>12.86</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-6-2020	4-5-2020	0.7103	0.7103
2	4-6-2020	7-5-2020	0.7265	0.7265
3	7-6-2020	10-5-2020	0.7345	0.7345
4	10-6-2020	1-5-2021	0.6880	0.6880
5	1-6-2021	4-5-2021	0.2740	0.2740
		<b>Highest</b>	<b>0.7345</b>	<b>0.7345</b>

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4570	0.0227	1.0018	1.0100e-003		0.0607	0.0607		0.0607	0.0607	6.3731	13.2597	19.6328	0.0200	4.3000e-004	20.2614

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Energy	7.3300e-003	0.0627	0.0267	4.0000e-004	0.5133	5.0700e-003	5.0700e-003	0.1376	5.0700e-003	5.0700e-003	0.0000	182.1318	182.1318	5.9100e-003	2.2700e-003	182.9550
Mobile	0.1166	0.6653	1.5890	6.1100e-003	0.5133	4.8400e-003	0.5181	0.1376	4.5200e-003	0.1421	0.0000	565.1069	565.1069	0.0268	0.0000	565.7780
Waste						0.0000	0.0000		0.0000	0.0000	5.6026	0.0000	5.6026	0.3311	0.0000	13.8801
Water						0.0000	0.0000		0.0000	0.0000	1.2402	24.9427	26.1829	0.1284	3.2200e-003	30.3530
<b>Total</b>	<b>0.5809</b>	<b>0.7507</b>	<b>2.6175</b>	<b>7.5200e-003</b>	<b>0.5133</b>	<b>0.0706</b>	<b>0.5839</b>	<b>0.1376</b>	<b>0.0703</b>	<b>0.2079</b>	<b>13.2159</b>	<b>785.4410</b>	<b>798.6570</b>	<b>0.5123</b>	<b>5.9200e-003</b>	<b>813.2274</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2605	7.1500e-003	0.6204	3.0000e-005		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003	0.0000	1.0127	1.0127	9.8000e-004	0.0000	1.0372
Energy	7.3300e-003	0.0627	0.0267	4.0000e-004		5.0700e-003	5.0700e-003		5.0700e-003	5.0700e-003	0.0000	182.1318	182.1318	5.9100e-003	2.2700e-003	182.9550
Mobile	0.1056	0.5843	1.3107	4.8900e-003	0.4043	3.9000e-003	0.4082	0.1083	3.6400e-003	0.1120	0.0000	452.3381	452.3381	0.0223	0.0000	452.8950
Waste						0.0000	0.0000		0.0000	0.0000	5.6026	0.0000	5.6026	0.3311	0.0000	13.8801
Water						0.0000	0.0000		0.0000	0.0000	1.2402	24.9427	26.1829	0.1284	3.2200e-003	30.3530
<b>Total</b>	<b>0.3734</b>	<b>0.6542</b>	<b>1.9578</b>	<b>5.3200e-003</b>	<b>0.4043</b>	<b>0.0124</b>	<b>0.4167</b>	<b>0.1083</b>	<b>0.0121</b>	<b>0.1205</b>	<b>6.8428</b>	<b>660.4253</b>	<b>667.2681</b>	<b>0.4887</b>	<b>5.4900e-003</b>	<b>681.1202</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>35.73</b>	<b>12.86</b>	<b>25.20</b>	<b>29.26</b>	<b>21.24</b>	<b>82.44</b>	<b>28.64</b>	<b>21.24</b>	<b>82.73</b>	<b>42.04</b>	<b>48.22</b>	<b>15.92</b>	<b>16.45</b>	<b>4.60</b>	<b>7.26</b>	<b>16.24</b>

**3.0 Construction Detail**

**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/6/2020	1/31/2020	5	20	
2	Site Preparation	Site Preparation	2/1/2020	2/7/2020	5	5	
3	Grading	Grading	2/10/2020	2/21/2020	5	10	
4	Building Construction	Building Construction	2/24/2020	12/25/2020	5	220	
5	Paving	Paving	12/28/2020	1/22/2021	5	20	
6	Architectural Coating	Architectural Coating	1/25/2021	2/19/2021	5	20	

**Acres of Grading (Site Preparation Phase): 2.7**

**Acres of Grading (Grading Phase): 2.7**

**Acres of Paving: 1.79**

**Residential Indoor: 121,500; Residential Outdoor: 40,500; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area:**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56

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Paving	Pavers	1	8.00	150	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	37.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	76.00	19.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Clean Paved Roads

**3.2 Demolition - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.0100e-003	0.0000	4.0100e-003	6.1000e-004	0.0000	6.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0213	0.2095	0.1466	2.4000e-004		0.0115	0.0115		0.0108	0.0108	0.0000	21.0677	21.0677	5.4200e-003	0.0000	21.2031

Total	0.0213	0.2095	0.1466	2.4000e-004	4.0100e-003	0.0115	0.0155	6.1000e-004	0.0108	0.0114	0.0008	21.0677	21.0677	5.4200e-003	0.0000	21.2031
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**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4000e-004	5.1900e-003	1.0400e-003	1.0000e-005	3.2000e-004	2.0000e-005	3.3000e-004	9.0000e-005	2.0000e-005	1.0000e-004	0.0000	1.3961	1.3961	1.0000e-004	0.0000	1.3985
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.4000e-004	4.9200e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2840	1.2840	4.0000e-005	0.0000	1.2849
<b>Total</b>	<b>7.2000e-004</b>	<b>5.6300e-003</b>	<b>5.9600e-003</b>	<b>2.0000e-005</b>	<b>1.7500e-003</b>	<b>3.0000e-005</b>	<b>1.7700e-003</b>	<b>4.7000e-004</b>	<b>3.0000e-005</b>	<b>4.9000e-004</b>	<b>0.0000</b>	<b>2.6801</b>	<b>2.6801</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>2.6834</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.5600e-003	0.0000	1.5600e-003	2.4000e-004	0.0000	2.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0213	0.2095	0.1466	2.4000e-004		0.0115	0.0115		0.0108	0.0108	0.0000	21.0676	21.0676	5.4200e-003	0.0000	21.2030
<b>Total</b>	<b>0.0213</b>	<b>0.2095</b>	<b>0.1466</b>	<b>2.4000e-004</b>	<b>1.5600e-003</b>	<b>0.0115</b>	<b>0.0131</b>	<b>2.4000e-004</b>	<b>0.0108</b>	<b>0.0110</b>	<b>0.0000</b>	<b>21.0676</b>	<b>21.0676</b>	<b>5.4200e-003</b>	<b>0.0000</b>	<b>21.2030</b>

**Mitigated Construction Off-Site**

**EXCERPT: Planning Commission Packet from December 11, 2019**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4000e-004	5.1900e-003	1.0400e-003	1.0000e-005	2.0000e-004	2.0000e-005	2.1000e-004	6.0000e-005	2.0000e-005	7.0000e-005	0.0000	1.3961	1.3961	1.0000e-004	0.0000	1.3985
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.4000e-004	4.9200e-003	1.0000e-005	8.1000e-004	1.0000e-005	8.2000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	1.2840	1.2840	4.0000e-005	0.0000	1.2849
<b>Total</b>	<b>7.2000e-004</b>	<b>5.6300e-003</b>	<b>5.9600e-003</b>	<b>2.0000e-005</b>	<b>1.0100e-003</b>	<b>3.0000e-005</b>	<b>1.0300e-003</b>	<b>2.9000e-004</b>	<b>3.0000e-005</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>2.6801</b>	<b>2.6801</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>2.6834</b>

**3.3 Site Preparation - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.4300e-003	0.0000	1.4300e-003	1.5000e-004	0.0000	1.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.1300e-003	0.0498	0.0282	6.0000e-005		1.9400e-003	1.9400e-003		1.7900e-003	1.7900e-003	0.0000	5.3817	5.3817	1.7400e-003	0.0000	5.4252
<b>Total</b>	<b>4.1300e-003</b>	<b>0.0498</b>	<b>0.0282</b>	<b>6.0000e-005</b>	<b>1.4300e-003</b>	<b>1.9400e-003</b>	<b>3.3700e-003</b>	<b>1.5000e-004</b>	<b>1.7900e-003</b>	<b>1.9400e-003</b>	<b>0.0000</b>	<b>5.3817</b>	<b>5.3817</b>	<b>1.7400e-003</b>	<b>0.0000</b>	<b>5.4252</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	7.0000e-005	7.6000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1975	0.1975	1.0000e-005	0.0000	0.1977
<b>Total</b>	<b>9.0000e-005</b>	<b>7.0000e-005</b>	<b>7.6000e-004</b>	<b>0.0000</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>2.2000e-004</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>0.1975</b>	<b>0.1975</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.1977</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.6000e-004	0.0000	5.6000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.1300e-003	0.0498	0.0282	6.0000e-005		1.9400e-003	1.9400e-003		1.7900e-003	1.7900e-003	0.0000	5.3817	5.3817	1.7400e-003	0.0000	5.4252
<b>Total</b>	<b>4.1300e-003</b>	<b>0.0498</b>	<b>0.0282</b>	<b>6.0000e-005</b>	<b>5.6000e-004</b>	<b>1.9400e-003</b>	<b>2.5000e-003</b>	<b>6.0000e-005</b>	<b>1.7900e-003</b>	<b>1.8500e-003</b>	<b>0.0000</b>	<b>5.3817</b>	<b>5.3817</b>	<b>1.7400e-003</b>	<b>0.0000</b>	<b>5.4252</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	7.0000e-005	7.6000e-004	0.0000	1.2000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1975	0.1975	1.0000e-005	0.0000	0.1977
<b>Total</b>	<b>9.0000e-005</b>	<b>7.0000e-005</b>	<b>7.6000e-004</b>	<b>0.0000</b>	<b>1.2000e-004</b>	<b>0.0000</b>	<b>1.3000e-004</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>0.1975</b>	<b>0.1975</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.1977</b>

EXCERPT: Planning Commission Packet from December 11, 2019

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0315	0.0000	0.0315	0.0167	0.0000	0.0167	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6100e-003	0.1067	0.0497	1.0000e-004		4.9500e-003	4.9500e-003		4.5500e-003	4.5500e-003	0.0000	9.0556	9.0556	2.9300e-003	0.0000	9.1288
<b>Total</b>	<b>9.6100e-003</b>	<b>0.1067</b>	<b>0.0497</b>	<b>1.0000e-004</b>	<b>0.0315</b>	<b>4.9500e-003</b>	<b>0.0365</b>	<b>0.0167</b>	<b>4.5500e-003</b>	<b>0.0213</b>	<b>0.0000</b>	<b>9.0556</b>	<b>9.0556</b>	<b>2.9300e-003</b>	<b>0.0000</b>	<b>9.1288</b>

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.7000e-004	1.8900e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4938	0.4938	1.0000e-005	0.0000	0.4942
<b>Total</b>	<b>2.2000e-004</b>	<b>1.7000e-004</b>	<b>1.8900e-003</b>	<b>1.0000e-005</b>	<b>5.5000e-004</b>	<b>0.0000</b>	<b>5.5000e-004</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>1.5000e-004</b>	<b>0.0000</b>	<b>0.4938</b>	<b>0.4938</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.4942</b>

Mitigated Construction On-Site

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0123	0.0000	0.0123	6.5200e-003	0.0000	6.5200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6100e-003	0.1067	0.0497	1.0000e-004		4.9500e-003	4.9500e-003		4.5500e-003	4.5500e-003	0.0000	9.0555	9.0555	2.9300e-003	0.0000	9.1288
<b>Total</b>	<b>9.6100e-003</b>	<b>0.1067</b>	<b>0.0497</b>	<b>1.0000e-004</b>	<b>0.0123</b>	<b>4.9500e-003</b>	<b>0.0173</b>	<b>6.5200e-003</b>	<b>4.5500e-003</b>	<b>0.0111</b>	<b>0.0000</b>	<b>9.0555</b>	<b>9.0555</b>	<b>2.9300e-003</b>	<b>0.0000</b>	<b>9.1288</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.7000e-004	1.8900e-003	1.0000e-005	3.1000e-004	0.0000	3.2000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.4938	0.4938	1.0000e-005	0.0000	0.4942
<b>Total</b>	<b>2.2000e-004</b>	<b>1.7000e-004</b>	<b>1.8900e-003</b>	<b>1.0000e-005</b>	<b>3.1000e-004</b>	<b>0.0000</b>	<b>3.2000e-004</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>0.4938</b>	<b>0.4938</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.4942</b>

**3.5 Building Construction - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2517	1.9177	1.6387	2.7500e-003		0.1043	0.1043		0.1000	0.1000	0.0000	228.4088	228.4088	0.0464	0.0000	229.5678

Total	0.2517	1.9177	1.6387	2.7500e-003		0.1043	0.1043		0.1000	0.1000	0.0000	228.4086	228.4086	0.0464	0.0000	229.5678
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**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.0000e-003	0.2230	0.0553	5.3000e-004	0.0132	1.0900e-003	0.0143	3.8000e-003	1.0500e-003	4.8500e-003	0.0000	51.4040	51.4040	3.3700e-003	0.0000	51.4883
Worker	0.0373	0.0286	0.3166	9.1000e-004	0.0917	7.1000e-004	0.0924	0.0244	6.5000e-004	0.0250	0.0000	82.5689	82.5689	2.3700e-003	0.0000	82.6281
<b>Total</b>	<b>0.0443</b>	<b>0.2517</b>	<b>0.3719</b>	<b>1.4400e-003</b>	<b>0.1049</b>	<b>1.8000e-003</b>	<b>0.1067</b>	<b>0.0282</b>	<b>1.7000e-003</b>	<b>0.0299</b>	<b>0.0000</b>	<b>133.9728</b>	<b>133.9728</b>	<b>5.7400e-003</b>	<b>0.0000</b>	<b>134.1164</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2517	1.9177	1.6387	2.7500e-003		0.1043	0.1043		0.1000	0.1000	0.0000	228.4086	228.4086	0.0464	0.0000	229.5675
<b>Total</b>	<b>0.2517</b>	<b>1.9177</b>	<b>1.6387</b>	<b>2.7500e-003</b>		<b>0.1043</b>	<b>0.1043</b>		<b>0.1000</b>	<b>0.1000</b>	<b>0.0000</b>	<b>228.4086</b>	<b>228.4086</b>	<b>0.0464</b>	<b>0.0000</b>	<b>229.5675</b>

**Mitigated Construction Off-Site**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.0000e-003	0.2230	0.0553	5.3000e-004	8.5100e-003	1.0900e-003	9.6000e-003	2.6600e-003	1.0500e-003	3.7000e-003	0.0000	51.4040	51.4040	3.3700e-003	0.0000	51.4883
Worker	0.0373	0.0286	0.3166	9.1000e-004	0.0520	7.1000e-004	0.0527	0.0146	6.5000e-004	0.0153	0.0000	82.5689	82.5689	2.3700e-003	0.0000	82.6281
<b>Total</b>	<b>0.0443</b>	<b>0.2517</b>	<b>0.3719</b>	<b>1.4400e-003</b>	<b>0.0605</b>	<b>1.8000e-003</b>	<b>0.0623</b>	<b>0.0173</b>	<b>1.7000e-003</b>	<b>0.0190</b>	<b>0.0000</b>	<b>133.9728</b>	<b>133.9728</b>	<b>5.7400e-003</b>	<b>0.0000</b>	<b>134.1164</b>

**3.6 Paving - 2020**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.3100e-003	0.0232	0.0236	4.0000e-005		1.3100e-003	1.3100e-003		1.2100e-003	1.2100e-003	0.0000	3.1012	3.1012	9.8000e-004	0.0000	3.1257
Paving	1.7000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>2.4800e-003</b>	<b>0.0232</b>	<b>0.0236</b>	<b>4.0000e-005</b>		<b>1.3100e-003</b>	<b>1.3100e-003</b>		<b>1.2100e-003</b>	<b>1.2100e-003</b>	<b>0.0000</b>	<b>3.1012</b>	<b>3.1012</b>	<b>9.8000e-004</b>	<b>0.0000</b>	<b>3.1257</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	1.0000e-004	1.1400e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2963	0.2963	1.0000e-005	0.0000	0.2965
<b>Total</b>	<b>1.3000e-004</b>	<b>1.0000e-004</b>	<b>1.1400e-003</b>	<b>0.0000</b>	<b>3.3000e-004</b>	<b>0.0000</b>	<b>3.3000e-004</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>0.2963</b>	<b>0.2963</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.2965</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.3100e-003	0.0232	0.0236	4.0000e-005		1.3100e-003	1.3100e-003		1.2100e-003	1.2100e-003	0.0000	3.1012	3.1012	9.8000e-004	0.0000	3.1257
Paving	1.7000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>2.4800e-003</b>	<b>0.0232</b>	<b>0.0236</b>	<b>4.0000e-005</b>		<b>1.3100e-003</b>	<b>1.3100e-003</b>		<b>1.2100e-003</b>	<b>1.2100e-003</b>	<b>0.0000</b>	<b>3.1012</b>	<b>3.1012</b>	<b>9.8000e-004</b>	<b>0.0000</b>	<b>3.1257</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	1.0000e-004	1.1400e-003	0.0000	1.9000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.2963	0.2963	1.0000e-005	0.0000	0.2965
<b>Total</b>	<b>1.3000e-004</b>	<b>1.0000e-004</b>	<b>1.1400e-003</b>	<b>0.0000</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>1.9000e-004</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.2963</b>	<b>0.2963</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.2965</b>

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3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.5100e-003	0.0852	0.0942	1.4000e-004		4.6600e-003	4.6600e-003		4.3000e-003	4.3000e-003	0.0000	12.4038	12.4038	3.9300e-003	0.0000	12.5021
Paving	6.9000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>9.2000e-003</b>	<b>0.0852</b>	<b>0.0942</b>	<b>1.4000e-004</b>		<b>4.6600e-003</b>	<b>4.6600e-003</b>		<b>4.3000e-003</b>	<b>4.3000e-003</b>	<b>0.0000</b>	<b>12.4038</b>	<b>12.4038</b>	<b>3.9300e-003</b>	<b>0.0000</b>	<b>12.5021</b>

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	3.7000e-004	4.1800e-003	1.0000e-005	1.3200e-003	1.0000e-005	1.3300e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.1468	1.1468	3.0000e-005	0.0000	1.1476
<b>Total</b>	<b>5.0000e-004</b>	<b>3.7000e-004</b>	<b>4.1800e-003</b>	<b>1.0000e-005</b>	<b>1.3200e-003</b>	<b>1.0000e-005</b>	<b>1.3300e-003</b>	<b>3.5000e-004</b>	<b>1.0000e-005</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>1.1468</b>	<b>1.1468</b>	<b>3.0000e-005</b>	<b>0.0000</b>	<b>1.1476</b>

Mitigated Construction On-Site



Off-Road	2.1900e-003	0.0153	0.0182	5.0000e-005	9.4000e-004	9.4000e-004	9.4000e-004	9.4000e-004	9.4000e-004	0.0000	2.5533	2.5533	1.8000e-004	0.0000	2.5576
<b>Total</b>	<b>0.2008</b>	<b>0.0153</b>	<b>0.0182</b>	<b>3.0000e-005</b>	<b>9.4000e-004</b>	<b>9.4000e-004</b>	<b>9.4000e-004</b>	<b>9.4000e-004</b>	<b>9.4000e-004</b>	<b>0.0000</b>	<b>2.5533</b>	<b>2.5533</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>2.5576</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	4.6000e-004	5.2300e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4335	1.4335	4.0000e-005	0.0000	1.4345
<b>Total</b>	<b>6.3000e-004</b>	<b>4.6000e-004</b>	<b>5.2300e-003</b>	<b>2.0000e-005</b>	<b>1.6500e-003</b>	<b>1.0000e-005</b>	<b>1.6600e-003</b>	<b>4.4000e-004</b>	<b>1.0000e-005</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>1.4335</b>	<b>1.4335</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.4345</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1986					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1900e-003	0.0153	0.0182	3.0000e-005	9.4000e-004	9.4000e-004	9.4000e-004	9.4000e-004	9.4000e-004	9.4000e-004	0.0000	2.5533	2.5533	1.8000e-004	0.0000	2.5576
<b>Total</b>	<b>0.2008</b>	<b>0.0153</b>	<b>0.0182</b>	<b>3.0000e-005</b>	<b>9.4000e-004</b>	<b>9.4000e-004</b>	<b>9.4000e-004</b>	<b>9.4000e-004</b>	<b>9.4000e-004</b>	<b>9.4000e-004</b>	<b>0.0000</b>	<b>2.5533</b>	<b>2.5533</b>	<b>1.8000e-004</b>	<b>0.0000</b>	<b>2.5576</b>

**Mitigated Construction Off-Site**

## EXCERPT: Planning Commission Packet from December 11, 2019

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	4.6000e-004	5.2300e-003	2.0000e-005	9.3000e-004	1.0000e-005	9.4000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	1.4335	1.4335	4.0000e-005	0.0000	1.4345
<b>Total</b>	<b>6.3000e-004</b>	<b>4.6000e-004</b>	<b>5.2300e-003</b>	<b>2.0000e-005</b>	<b>9.3000e-004</b>	<b>1.0000e-005</b>	<b>9.4000e-004</b>	<b>2.6000e-004</b>	<b>1.0000e-005</b>	<b>2.7000e-004</b>	<b>0.0000</b>	<b>1.4335</b>	<b>1.4335</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>1.4345</b>

### 4.0 Operational Detail - Mobile

#### 4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1056	0.5843	1.3107	4.8900e-003	0.4043	3.9000e-003	0.4082	0.1083	3.6400e-003	0.1120	0.0000	452.3381	452.3381	0.0223	0.0000	452.8950
Unmitigated	0.1166	0.6653	1.5890	6.1100e-003	0.5133	4.8400e-003	0.5181	0.1376	4.5200e-003	0.1421	0.0000	565.1069	565.1069	0.0268	0.0000	565.7780

#### 4.2 Trip Summary Information

	Average Daily Trip Rate	Unmitigated	Mitigated

Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	412.80	412.80	290.40	1,350,849	1,063,942
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
<b>Total</b>	<b>412.80</b>	<b>412.80</b>	<b>290.40</b>	<b>1,350,849</b>	<b>1,063,942</b>

### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

### 4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Non-Asphalt Surfaces	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Parking Lot	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

### 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					



Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Parking Lot	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
<b>Total</b>		<b>7.3300e-003</b>	<b>0.0627</b>	<b>0.0267</b>	<b>4.0000e-004</b>		<b>5.0700e-003</b>	<b>5.0700e-003</b>		<b>5.0700e-003</b>	<b>5.0700e-003</b>	<b>0.0000</b>	<b>72.5647</b>	<b>72.5647</b>	<b>1.3900e-003</b>	<b>1.3300e-003</b>	<b>72.9960</b>

### 5.3 Energy by Land Use - Electricity

#### Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	338524	107.8609	4.4500e-003	9.2000e-004	108.2468
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	5355	1.7062	7.0000e-005	1.0000e-005	1.7123
<b>Total</b>		<b>109.5671</b>	<b>4.5200e-003</b>	<b>9.3000e-004</b>	<b>109.9591</b>

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	338524	107.8609	4.4500e-003	9.2000e-004	108.2468
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000



Consumer Products	0.2219				0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Hearth	0.1965	0.0156	0.3814	9.7000e-004	0.0573	0.0573			0.0573	0.0573	6.3731	12.2470	18.6201	0.0190	4.3000e-004	19.2242
Landscaping	0.0188	7.1500e-003	0.6204	3.0000e-005	3.4300e-003	3.4300e-003			3.4300e-003	3.4300e-003	0.0000	1.0127	1.0127	9.8000e-004	0.0000	1.0372
<b>Total</b>	<b>0.4570</b>	<b>0.0227</b>	<b>1.0018</b>	<b>1.0000e-003</b>	<b>0.0607</b>	<b>0.0607</b>			<b>0.0607</b>	<b>0.0607</b>	<b>6.3731</b>	<b>13.2597</b>	<b>19.6328</b>	<b>0.0200</b>	<b>4.3000e-004</b>	<b>20.2614</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0199					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2219					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0188	7.1500e-003	0.6204	3.0000e-005	3.4300e-003	3.4300e-003			3.4300e-003	3.4300e-003	0.0000	1.0127	1.0127	9.8000e-004	0.0000	1.0372
<b>Total</b>	<b>0.2605</b>	<b>7.1500e-003</b>	<b>0.6204</b>	<b>3.0000e-005</b>		<b>3.4300e-003</b>	<b>3.4300e-003</b>		<b>3.4300e-003</b>	<b>3.4300e-003</b>	<b>0.0000</b>	<b>1.0127</b>	<b>1.0127</b>	<b>9.8000e-004</b>	<b>0.0000</b>	<b>1.0372</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			

Mitigated	26.1829	0.1284	3.2200e-003	30.3530
Unmitigated	26.1829	0.1284	3.2200e-003	30.3530

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	3.90924 / 2.46452	26.1829	0.1284	3.2200e-003	30.3530
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>26.1829</b>	<b>0.1284</b>	<b>3.2200e-003</b>	<b>30.3530</b>

### Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	3.90924 / 2.46452	26.1829	0.1284	3.2200e-003	30.3530
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000

Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>26.1829</b>	<b>0.1284</b>	<b>3.2200e-003</b>	<b>30.3530</b>

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

#### Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	5.6026	0.3311	0.0000	13.8801
Unmitigated	5.6026	0.3311	0.0000	13.8801

### 8.2 Waste by Land Use

#### Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	27.6	5.6026	0.3311	0.0000	13.8801
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000

Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>5.6026</b>	<b>0.3311</b>	<b>0.0000</b>	<b>13.8801</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	27.6	5.6026	0.3311	0.0000	13.8801
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>5.6026</b>	<b>0.3311</b>	<b>0.0000</b>	<b>13.8801</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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## 11.0 Vegetation

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# Exhibit L – Biological Resources Assessment





August 5, 2019

Greg Powers  
Powers Design & Development  
790 Mesa Court E  
Upland, CA 91786

**Subject: Limited Biological Resources Review – Upland Mesa Court Apartments  
790 Mesa Court E, Upland, CA 91786**

Dear Mr. Powers,

I am pleased to present you with the conclusions of a Limited Biological Resources Review you requested for the above project. This Review was executed to evaluate the proposed project area henceforth called the Site or Project Site, for the presence of sensitive plant and wildlife species and their respective habitats.

Based on a site visit and literature review of the proposed project plans, project construction will occur in a suburban setting with limited habitat for native species. No sensitive species were observed onsite during our field visit or found during our desktop review. Given these parameters, we conclude:

- **The project will have no significant impacts on native plant or wildlife populations**
- **No rare plants were observed, and no rare plant habitat was detected.**

No additional field surveys or mitigations are recommended unless nesting birds or burrowing owls are observed. I thank you for the opportunity to provide you with this Limited Biological Resources Review. If there are any questions regarding this report, please contact the undersigned at the phone number listed below.

Sincerely,

A handwritten signature in cursive script that reads "David N. Lee".

David N. Lee,  
Senior Biologist

**Davey Resource Group, Inc.**  
Ojai, CA 93023  
(805) 946-1700 david.lee@davey.com

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**Project Site Setting**

The Project Site is located on private property in a residential district of Upland, California, within San Bernardino County.

**Proposed Project Description**

The project involves the construction of eleven residential townhouse apartment buildings for a total of sixty units, as well as associated parking structures and landscaping. The project site area is 2.69 acres (or 117,176 square feet). The estimated total building footprint is 2.53 acres (or 110,388 square feet). The project will include the demolition of an existing six-unit apartment in the later phase of development.

**Methods**

On July 16, 2019, Mr. David N. Lee, Senior Biologist, conducted a desktop literature review of the site. He reviewed the California Natural Diversity Database (CNDDDB) Rarefind 5 data, the California Department of Fish and Wildlife (CDFW) and BIOS websites to review the site for potential habitat for Threatened, Endangered, and listed Species. The literature search included a five-mile radius from the Project Site. Mr. Lee also checked the US Fish and Wildlife Service Critical Habitat Mapper for any critical habitat in or near the project area.

Additionally, Mr. Lee reviewed the plan drawings provided by the client and online aerial photography and satellite imagery to assess the characteristics and suitability of the Project Site and areas surrounding for species habitat. Mr. Lee also reviewed the USFWS National Wetlands Inventory (NWI) Wetlands Mapper for designated wetland areas and online maps to determine the proximity to Wilderness Areas and USFWS National Wildlife Refuges.

On July 23, 2019 Ms. Lauren Garstka, DRG associate biologist, conducted a general site visit to survey for native flora, fauna, and habitat, as required by the City of Upland. The survey took place from 8:36 am to 9:39 am, where weather conditions were partly cloudy and exhibited calm winds with a temperature of about 80 degrees Fahrenheit. Ms. Garstka focused on surveying for rare plant and wildlife species, but all wildlife species and habitat were documented. Ms. Garstka used meandering transects to survey the entire Site for plants and wildlife.

**Findings and Conclusions**

Based on the field visit, the Project Site is primarily disturbed/ ruderal habitat (please see attachments for site photos). Bare ground comprised approximately 86% of the site, with 11% comprising of patches of non-native herbaceous vegetation, trees, and overhanging vegetation, and 3% comprising of pavement from a previous parking lot. Other evidence of disturbance included compacted soils, discarded concrete, and miscellaneous refuse.

The herbaceous vegetation (herbs) consisted almost entirely of non-native plants. One native herb, narrowleaf milkweed, was observed though not to the extent of the non-native plants. No native trees were observed within the Site, with only palm trees, one ash tree, and several overhanging canopies from trees adjacent to the survey area. Trees and tree canopies comprised about 10% of aerial cover of the site. No rare plants were observed and no rare plant habitat was detected.

Observed Plant Species <sup>^</sup>	
Latin Name	Common Name
<i>Ambrosia</i> sp.	ragweed
<i>Asclepias fascicularis</i> *	narrowleaf milkweed
<i>Asteracea</i>	Aster species
<i>Cupressus</i> sp.**	cypress
<i>Cynodon dactylon</i>	Bermuda grass
<i>Cyperaceae</i>	sedge
<i>Erigeron bonariensis</i>	flax-leaved horseweed
<i>Ficus</i> sp.**	fig
<i>Fraxinus</i> sp.	ash
<i>Pinus</i> sp.**	pine
<i>Poaceae</i>	young grasses, including non-native bromes
<i>Sonchus oleraceus</i>	sow thistle
<i>Tribulus terrestris</i>	puncture vine
<i>Ulmus parvifolia</i>	Chinese elm
<i>Washingtonia robusta</i>	Mexican fan-palm

\*native

\*\*tree canopy overhanging into Project Site

<sup>^</sup>partial plant list; survey was not intended to create a complete plant list for the Site

Only one wildlife species, a common raven (*Corvus corvax*), was detected for the duration of the survey.

Although the site is within predicted burrowing owl habitat, no burrowing owls or potential burrows were observed on the Project Site.

Based on a review of the CNDDDB data for a five (5) mile radius around the project site for both plants and wildlife, six (6) federally endangered species, one (1) federally threatened species, three (3) state endangered species, one (1) state threatened species, and one (1) candidate threatened species are located within the literature search radius. Additionally, fourteen (14) CDFW Species of Special Concern and fifteen (15) plants listed by the California Native Plant Society are known to exist within five miles of the Project Site. Due to the absence of appropriate habitat, none of these listed species are expected to be on the Site. Please see Attachments, CNDDDB data for details.

Federally Listed Species		State Listed Species			Other	
Endangered	Threatened	Endangered	Threatened	Candidate Threatened	Sp. of Special Concern	CA Native Plant Society
6	1	3	1	1	14	15

No wetlands were located at the Project Site using the National Wetlands Inventory (please see attachments), and there are no Wilderness Areas or National Refuges onsite or nearby.

Based on a review of the proposed project plans and site visit, the residential development will take place in a highly suburban setting that has been previously disturbed and has moderate potential for burrowing owl habitat.

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Given these parameters, we conclude:

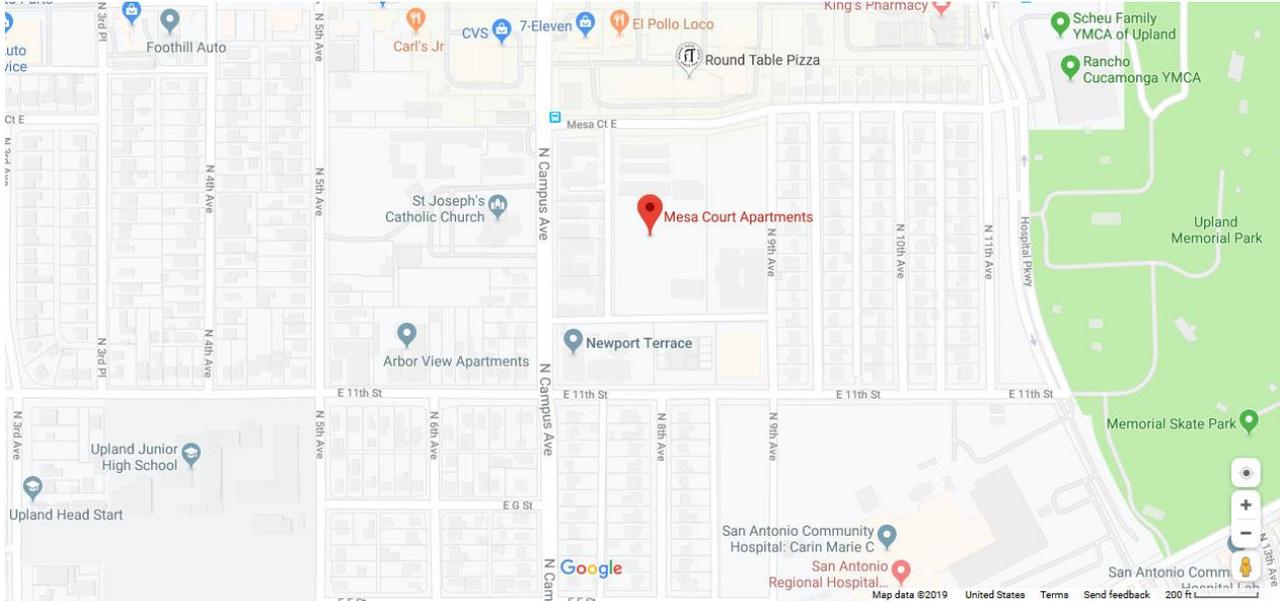
- **The project will have no significant impacts to native plant or wildlife populations**
- **No rare plants were observed, and no rare plant habitat was detected.**

No additional field surveys or mitigations are recommended unless nesting birds or burrowing owls are observed.

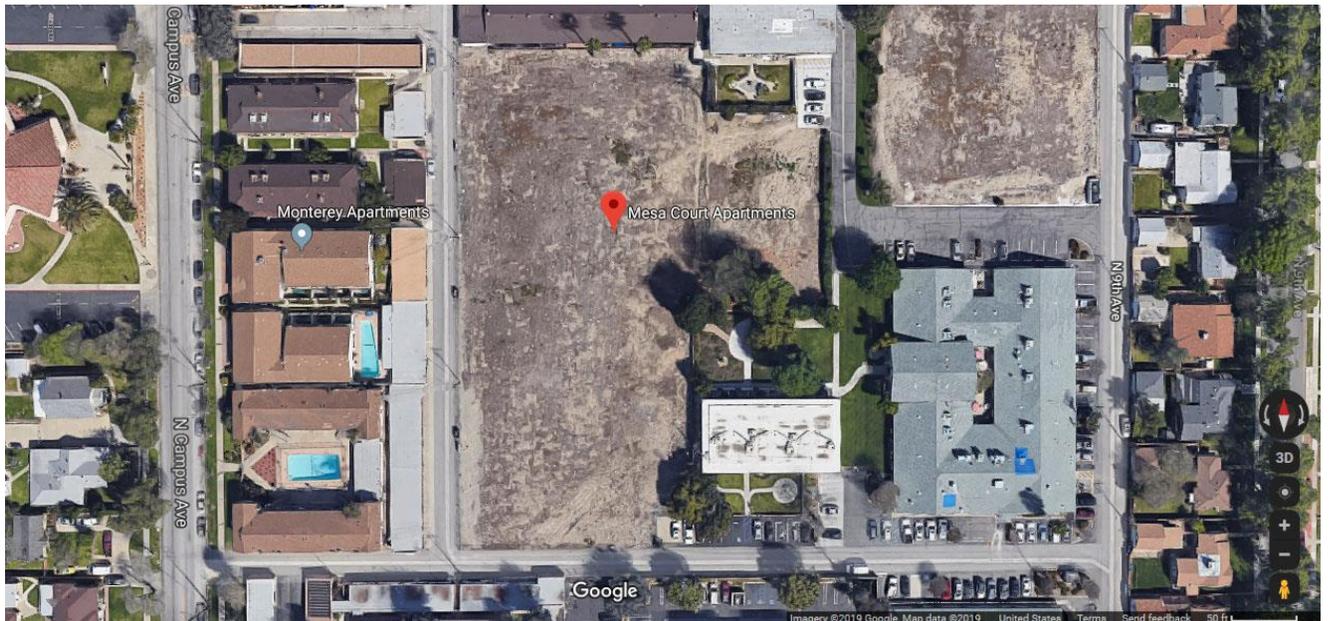
**Limitations and Restrictions**

Species of Special Concern and State and Federally Listed Threatened and/or Endangered Species and their habitat have been researched remotely using a review of available species data, aerial photography and photographs. Although a general site visit was conducted, no detailed or protocol field surveys were conducted to search for rare or listed species, including Species of Special Concern, State and Federally Listed Threatened and/or Endangered Species.

## APPENDICES



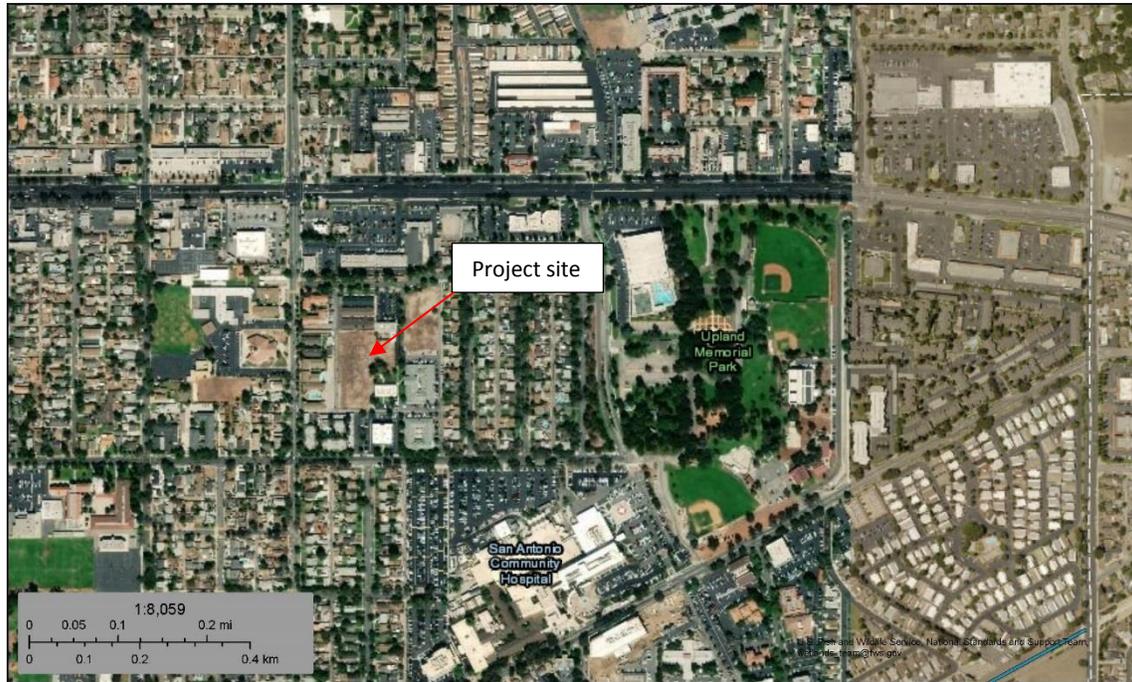
Location of Project Site (red marker)



Aerial view of the Project Site



Upland Mesa Court Apartments - National Wetlands Inventory



August 5, 2019

Wetlands

- |   |                                |   |                                   |   |          |
|---|--------------------------------|---|-----------------------------------|---|----------|
|  | Estuarine and Marine Deepwater |  | Freshwater Emergent Wetland       |  | Lake     |
|  | Estuarine and Marine Wetland   |  | Freshwater Forested/Shrub Wetland |  | Other    |
|   |                                |  | Freshwater Pond                   |  | Riverine |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)  
This page was produced by the NWI mapper

National Wetlands Inventory Map accessed 8-5-19

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**Site Photographs**



View of the Project Site from the NW corner



View of the Project Site from the SW corner



View of the Project Site from the SE corner



**Selected Elements by Element Code**  
 California Department of Fish and Wildlife  
 California Natural Diversity Database



Query Criteria: BIOS selection

Element Code	Species	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
AAABB01230	<i>Anaxyrus californicus</i> arroyo toad	Endangered	None	G2G3	S2S3	SSC
AAABH01050	<i>Rana boylei</i> foothill yellow-legged frog	None	Candidate Threatened	G3	S3	SSC
AAABH01330	<i>Rana muscosa</i> southern mountain yellow-legged frog	Endangered	Endangered	G1	S1	WL
ABNME03041	<i>Laterallus jamaicensis coturniculus</i> California black rail	None	Threatened	G3G4T1	S1	FP
ABNSB10010	<i>Athene cunicularia</i> burrowing owl	None	None	G4	S3	SSC
ABPBJ08081	<i>Poliopitila californica californica</i> coastal California gnatcatcher	Threatened	None	G4G5T2Q	S2	SSC
ABPBX91091	<i>Aimophila ruficeps canescens</i> southern California rufous-crowned sparrow	None	None	G5T3	S3	WL
AMACC05070	<i>Lasiurus xanthinus</i> western yellow bat	None	None	G5	S3	SSC
AMACC10010	<i>Antrozous pallidus</i> pallid bat	None	None	G5	S3	SSC
AMACD02011	<i>Eumops perotis californicus</i> western mastiff bat	None	None	G5T4	S3S4	SSC
AMAFD03143	<i>Dipodomys merriami parvus</i> San Bernardino kangaroo rat	Endangered	None	G5T1	S1	SSC
AMAFD05031	<i>Chaetodipus fallax fallax</i> northwestern San Diego pocket mouse	None	None	G5T3T4	S3S4	SSC
AMAFF08041	<i>Neotoma lepida intermedia</i> San Diego desert woodrat	None	None	G5T3T4	S3S4	SSC
ARACC01060	<i>Anniella stebbinsi</i> southern California legless lizard	None	None	G3	S3	SSC
ARACF12100	<i>Phrynosoma blainvillii</i> coast horned lizard	None	None	G3G4	S3S4	SSC
ARADB01017	<i>Arizona elegans occidentalis</i> California glossy snake	None	None	G5T2	S2	SSC
ARADB36160	<i>Thamnophis hammondi</i> two-striped gartersnake	None	None	G4	S3S4	SSC
CTT32720CA	<i>Riversidian Alluvial Fan Sage Scrub</i> Riversidian Alluvial Fan Sage Scrub	None	None	G1	S1.1	
CTT61310CA	<i>Southern Coast Live Oak Riparian Forest</i> Southern Coast Live Oak Riparian Forest	None	None	G4	S4	
CTT62400CA	<i>Southern Sycamore Alder Riparian Woodland</i> Southern Sycamore Alder Riparian Woodland	None	None	G4	S4	



**Selected Elements by Element Code**  
 California Department of Fish and Wildlife  
 California Natural Diversity Database



Element Code	Species	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
IIDIP05021	<i>Rhaphiomidas terminatus abdominalis</i> Delhi Sands flower-loving fly	Endangered	None	G1T1	S1	
IIHYM24480	<i>Bombus crotchii</i> Crotch bumble bee	None	None	G3G4	S1S2	
IITRI23010	<i>Diplectrona californica</i> California diplectronan caddisfly	None	None	G1G2	S1S2	
PDAST440C0	<i>Pseudognaphalium leucocephalum</i> white rabbit-tobacco	None	None	G4	S2	2B.2
PDASTE80C0	<i>Symphotrichum defoliatum</i> San Bernardino aster	None	None	G2	S2	1B.2
PDBER060A0	<i>Berberis nevinii</i> Nevin's barberry	Endangered	Endangered	G1	S1	1B.1
PDBRA1M114	<i>Lepidium virginicum var. robinsonii</i> Robinson's pepper-grass	None	None	G5T3	S3	4.3
PDBRA2Q070	<i>Thysanocarpus rigidus</i> rigid fringedpod	None	None	G1G2	S1	1B.2
PDMAL110J0	<i>Sidalcea neomexicana</i> salt spring checkerbloom	None	None	G4	S2	2B.2
PDPGN040J2	<i>Chorizanthe parryi var. parryi</i> Parry's spineflower	None	None	G3T2	S2	1B.1
PDPGN0V010	<i>Dodecahema leptoceras</i> slender-horned spineflower	Endangered	Endangered	G1	S1	1B.1
PDPLM0C0Q0	<i>Navarretia prostrata</i> prostrate vernal pool navarretia	None	None	G2	S2	1B.1
PDROS0W045	<i>Horkelia cuneata var. puberula</i> mesa horkelia	None	None	G4T1	S1	1B.1
PMALI040Q0	<i>Sagittaria sanfordii</i> Sanford's arrowhead	None	None	G3	S3	1B.2
PMCYP04010	<i>Cladium californicum</i> California saw-grass	None	None	G4	S2	2B.2
PMLIL0D096	<i>Calochortus clavatus var. gracilis</i> slender mariposa-lily	None	None	G4T2T3	S2S3	1B.2
PMLIL0D150	<i>Calochortus plummerae</i> Plummer's mariposa-lily	None	None	G4	S4	4.2
PMPOA480A0	<i>Muhlenbergia californica</i> California muhly	None	None	G4	S4	4.3

Record Count: 38

**Exhibit C – Campus Avenue Existing Condition**

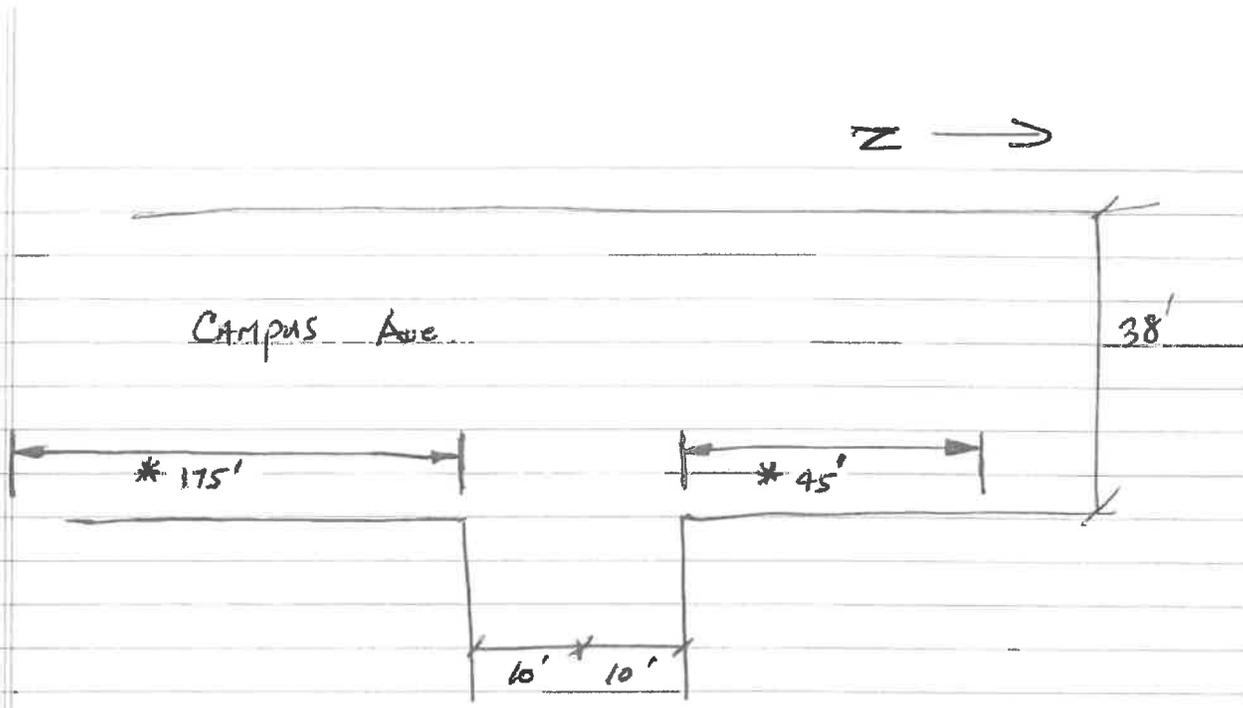


Exhibit C – Campus Avenue Existing Condition



# **Exhibit D – Public Work Plan and Standards**





\* No Parking Signage

LOCATIONS:

#2 - 1<sup>st</sup> Alley N of 11<sup>th</sup> St on East Side of Campus Ave  
(WO# 107590)



**Table 4.1. Sight Distance Study Preparation Checklist**

Step	✓ When Complete	Notes
Obtain target and sighting rods		
Obtain measuring wheel		
Obtain hardhat and safety vest		
Obtain sight distance diagram form		
Select time and day		
Determine availability of observers		
Contact corresponding jurisdiction(s)		
Other:		

If an agency does not possess the equipment necessary to complete a sight distance study, it may be obtained from the Iowa DOT, another jurisdiction, or a responsible consulting firm. A blank sight distance diagram form is located in Appendix C. Information on contracting for a sight distance study, including a project work order example, is provided near the end of this chapter.

## UNCONTROLLED INTERSECTIONS

For uncontrolled intersections, the drivers of both approaching vehicles should be able to see conflicting vehicles in adequate time to stop or slow to avoid a crash. The required sight distance for safe operation at an uncontrolled intersection is directly related to the vehicle speeds and the distances traveled during perception, reaction, and braking time. Table 4.2 lists the minimum recommended sight distances for specific design speeds. For example, if a vehicle is traveling 20 mph, a sight distance of 90 feet is the minimum recommended stopping sight distance.

**Table 4.2. Minimum Recommended Sight Distances**

Vehicle Speed (mph)	Stopping Sight Distance (feet)
15	70
20	90
25	115
30	140
35	165
40	195
45	220
50	245
55	285

Note: Distances are from the 2001 AASHTO *Green Book* and 2001 AASHTO *Little Green Book*. Distances may change in future versions.